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# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

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### RAILWAY EMPLOYERS AND EMPLOYEES.

HE Railway Age, always a leader in railroad journalistic enterprise, is publishing a series of valuable articles from the pens of prominent railroad men. They will form a comprehensive and instructive library in themselves, and ought to be read by every man interested in the service. In a recent issue appeared an article written by Mr. O. D. Ashley, president of the Wabash Railway, on the subject of "Railway Employees." It should command the careful attention of every reader of The Station Agent. We give it in full below:

### RAILWAY EMPLOYEES.

In questions of social economy which treat of the relations of capital and labor and of employers and employees, the most attractive theory perhaps is that which contemplates some method of co-operation between the two interests which will admit of a more equal distribution of the profits of labor which capital concentrates, directs and utilizes. Intelligent humanity looks upon the unequal distribution of wealth, which gives to half of the human race ease and comfort while the other half lives only by incessant toil or suffers in poverty, as an evil which should be corrected by any just process. Any movement, therefore, which supports this general proposition of improving the condition of the working classes by introducing methods of enabling labor to participate more actively and more liberally in the net profits of its production or of the result of its employment, meets with widespread sympathy and encouragement. Unhappily this beneficent policy, which is the legitimate outcome of liberty and popular government, has brought to the surface a large number of hot-headed and narrow-minded zealots who aspire to leadership, and whose baneful counsels have done much to retard the growth of practical measures to promote the great object in view.

In the grand scheme of elevating humanity to universal brotherhood, peaceful agencies and lawful methods must prevail, or the movement will degenerate into a disgraceful contest which must utterly fail to accomplish its purpose. Men who are heartily in favor of a

gradual and healthy change in the condition of the working classes will never submit to dictation nor be ruled by the tyranny of a mob, and even if by force of numbers they should be temporarily overcome, the triumph would be barren of advantages to the victors and of short duration. The principles of popular government hold sacred the equality of rights in man, and whatever may be his condition, he can claim and is entitled to equal protection to life and property. These principles are fundamental and indispensable in the structure of this republic, standing like massive columns to support the beautiful temple of freedom. If these principles are invaded the social compact is broken, and the government will be in danger of destruction.

Philanthropic schemes which depend upon the voluntary aid of the people for their success are not to be forced through at the point of the bayonet nor by the unjust and oppressive acts of a numerical majority. The very sentiment which promotes them is cultivated and developed by teaching the doctrine of goodwill toward men, which finds its great exponent in the founder of Christianity. When therefore we seek to create something like a revolution in the social status upon the theory of reciprocal advantages, a theory which calls for concession from one part of the community to carry out plans for the benefit of the other, it is an education which we are undertaking. This requires time, and the progress must necessarily be gradual; but this is the only way by which the change can be effected, and so long as improvement is being made in the right direction, it should be satisfactory to its advocates and to those who are to be beneficiaries under the new policy.

Many attempts have been made both in Europe and in this country to introduce the co-operative principle; sometimes in the establishment of stores to supply working men at a small advance on the cost of goods—just enough to pay operating expenses—and sometimes in the combination of operatives as proprietors in manufactories; these latter giving to the workmen not only regular wage-but a share in any profits which may be

ized. These crude efforts have not been successful enough, except upon a small scale, to command the approval and support of the working classes, partly in consequence of unskillful methods and partly because the full responsibility of those who participate in profit sharing can never be enforced. The workmen who enter into such combinations . have but one object in view, namely: that of increasing the amount of their own compensation. If they can buy supplies for the household at a lower price than at other establishments they are glad to trade at co-operative stores; but if they find that such stores cannot compete with the gigantic concerns of the Bon Marche order, which have been rapidly multiplying in the large cities, the co-operative stores will be and have been deserted, to become complete failures. And if manufacturing on the profit sharing plan pays no dividends, or if in bad years losses instead of profits burden the enterprise, they are not only dissatisfied, but naturally quite unwilling to contribute either from their savings or in reduced wages to recruit the financial strength wasted by the concern in dull times and falling markets. In short, the working classes, while perfectly willing to accept possible profits, are in no condition to take possible risks or to pay possible losses. Hence profit sharing as an experiment has not been as yet a success, nor is it likely to be until the radical difficulties just outlined have been overcome.

But while the result of these experiments has not been equal to the expectations of the projectors, it does not follow that the underlying principle of co-operation is a failure. It simply proves that it has not been applied in a practical way. It proves conclusively that mental and physical labor must be combined in conducting business undertakings, and that where the one strives to act independently of the other it must fail from sheer inability to compete with the combined forces of both. To illustrate this point clearly, let us suppose the organization of a manufacturing company upon the co-operative plan, the workmen possessing the requisite skill in the manual labor department proposing to unite in the purchase of the necessary plant and in providing sufficient working capital to conduct the concern, and thus becoming proprietors in order to share in the profits of the enterprise over and above the wages they receive. It will be found, doubtless, at the start, that in order to stand any chance of success they must secure the services of a competent and experienced manager to conduct all departments of business not included in the process of manufacturing,

such as the purchase of raw materials, the sale of the manufactured articles, and the financial arrangements. This calls for a high order of talent, which can only be secured by the payment of a large salary, and it implies also the employment of skilled accountants and trustworthy agents outside of the manufactory. If this view is adopted the working force concedes at once the necessity of enlisting the assistance of something beyond mechanical skill, and complete independence cannot be claimed. If, on the other hand, the conclusion is that the necessary talent to manage matters outside of the mechanical department can be found among the operatives themselves, they must take from the skill which is important in the working department to provide the talent required in the management, and at great risk to the enterprise. In the latter case the chances of success are very slight, and in either case they are unfavorable in a competition with well equipped and well managed establishments. It is practicable to build an ocean steamship and to equip it with a good crew, but the officers to navigate the ship and the engineers to work its machinery are indispensable, and unless they are provided the ship is not in a condition to brave the perils of the sea.

It seems obvious that in order to prosecute any important enterprise successfully it is absolutely necessary to unite business talent and experience to mechanical skill; the experiments prove it, and common sense confirms this conclusion. In order to promote the end in view there must be not only a general and hearty assent to the proposition to elevate the working classes in the social scale and to give them a better chance of profit in successful undertakings, but there must be an equivalent secured from the working classes in faithful and continuous service to compensate for benefits yielded. Antagonism between capital and labor or between business capacity and mechanical skill will always be fatal to the desired improvement. The proposition is to elevate the industrial classes so far as this can be accomplished by the adoption of just and voluntary measures, but under no circumstances or conditions to drag other classes down. Instead then of banding themselves together in hostile attitudes and seeking to force concessions on the part of employers without regard to their ability to grant the terms demanded, it would appear to be much more reasonable to offer a quid pro quo in more valuable service to the performance of which they should be invited.

To illustrate this proposition, let us take railway service and consider suggestions in the line of improvement which might be mutually beneficial to the proprietary interest and its employees.

The magnitude of this system of transportation, the great number of its employees and the variety of their occupations all point to this interest as exceptionally conditioned for the trial of experiments based upon the idea of co-operation between employers and employed. The direct employees of a railway company constitute a body of men of more than average intelligence, embracing mechanical engineers and firemen, conductors and trainmen, signal men, telegraph operators, switchmen and section men, together with skilled workmen in the shops, and others in the operating department, besides a large number of clerks in the auditor's office, commercial agents, ticket agents and others, forming an army of operators organized and disciplined in their several departments with scrupulous care and working with undeviating regularity. The nature of the service calls for intelligence, courage and skill, especially from those who have charge of the movement of trains, whether as engineers, conductors, train dispatchers or signal men, and as a rule they are well paid, as men should be who are worthy of being entrusted with the safety of trains which carry more than one and a half millions of passengers daily. And although accidents will happen, even when great care is exercised. sometimes coming in succession, as if an epidemic of disaster prevailed, it is yet creditable to railway management in this country that so many millions are carried such vast distances day and night with so small a percentage of loss of life. In time, when railways arrive at greater physical perfection, this percentage will be still further reduced, but this desirable condition cannot be secured until railway companies receive more liberal treatment from the people. Taken as they are, however, they can be made to-illustrate the plan contemplated in this paper, and as it is claimed that its adoption would add greatly to the efficiency of the service and lead to economy in operating expenses, three parties would be gainers by its practical success, the people, the operatives and the railway companies.

The first step in this ideal railway management is to proclaim a policy of promotion from the ranks of the employees of the company according to ability and meritorious service. It should be understood that in all cases when vacancies occur in positions, such as the heads of departments or their assistants, men in the

employ of the company will always have the preference in new appointments. Generally it will be found that men well qualified to fill any of the higher grades of service have been gradually acquiring the requisite knowledge for more important and more responsible duties, and as it is in practice and experience in an operating department with which they are familiar that this knowledge has been gained, it is all the more trustworthy. Occasionally it may happen that positions calling for unusual capacity and skill cannot be filled satisfactorily from existing materials in the operating department, and in such cases an outside selection must be made; but a very large portion of the offices can be filled from those in charge of the road unless the operating force has been badly selected in the first place. The result of such a policy wherever it has been tried is gratifying enough to justify the confidence of railway managers in its beneficial influence. It awakens ambition in the men, inspires them with hope and stimulates them to an honorable competition. Men who feel that good work is appreciated and that they have a fair chance of rising in their occupations to higher grades in the service and to larger compensation will work with much greater zeal, energy and heart.

The next step in the administration of our ideal railway is to establish a well-constructed system of life insurance and pensions. To carry this into effect requires the accumulation of sufficient capital at the start to become at least partly operative, but it is an all-important policy in the scheme of improvement. Life insurance is now in force on the lines of the Pennsylvania company, and perhaps to a limited extent on other lines; but to answer the purposes of the scheme outlined in this paper it should be conducted upon entirely different principles from those which govern ordinary life insurance and should embrace accidents and pensions within its provisions. The fund itself should be entirely provided by yearly contributions from the earnings of the railway, because the company should regulate the distribution in such a way as to offer strong inducements to employees to secure the benefits of the fund by long and faithful service and to make them feel that their true interests will be served by adhering loyally and steadfastly to the corporation which guarantees under such conditions a substantial reward. As the railway company would thus reserve a fund which could be made more and more liberal to its beneficiaries as it grew in amount, it would be perfectly just and quite essential to the success of the scheme to graduate the gratuity

in case of death to length of service and char- acter of employment, and in case of pensions according to the character of the accident or the cause of disability or the nature of the claim for pension; and as mutual obligations would be contracted between the parties when employees entered service, both the payment of pensions and life insurance money being voluntary on the part of the company, it would be proper to require strict fulfillment of the conditions stipulated at the outset by the company in order to establish an equitable claim upon the fund. One of the indispensable conditions as to payment of specific sums to the family of the deceased employee should be a certain length of service, suggestively fixed at five years, in order to entitle employees to the benefit of the fund, and an increase in the amount for every additional five years until a certain maximum should be attained. Suppose by the way of illustration that the railway company begins with a contribution of \$50,000 or \$100,000 in 1893 and is able to add to the fund yearly, so that in 1898 it would with interest accretions in the one case amount to about \$300,000 and the other \$600,000; this would in either case constitute a solid and trustworthy capital upon which to commence operations. Then it might be provided that the sum of \$1,000 should be paid to the family of any deceased employee who had performed faithful service during that period. At the end of ten years it might be increased to \$2,000, at the end of fifteen years to \$3,000, and so on until the maximum should be reached. regard to pensions in cases of accident and disability, a different arrangement would probably be necessary, according to the circumstances which must govern in such cases; but there would be no difficulty in making mutually satisfactory stipulations. It is not intended in this paper to prescribe details. These would necessarily require careful consideration; but the outlines here given will convey to the reader, a tolerably correct idea of the propositions.

Hospital service is already in practical operation on many of the western lines, with excellent results, and this would be of course continued in the administration of the ideal railway under consideration.

Other measures in the same direction as those already sketched will readily occur to thoughtful men who take an interest in the subject, but it would be a mistake to undertake more than would appear practicable in the experimental stages of a plan of improvement as to the merits of which many may be skeptical. It would be desirable perhaps to

assist employees in locating permanent homes upon the lines of the road, but this project would involve the use of additional funds, and should not be considered until the other experiments have been thoroughly tried

The strength of the argument which supports the measures outlined in this paper lies in the principle of reciprocity. This calls for faithful and continuous service in return for fair treatment and liberal prospective advantages. It says to the employee: Our obligations are mutual; perform your part well and the company will recognize and reward such service. We consider your interests and those of the proprietors identical, in many respects, and if by superior and continuous service you will aid in producing satisfactory results, we believe you are entitled to the benefits which your good work assists in securing.

If the theory upon which the suggested improvement rests is well founded it will unite the working forces of a railway in an earnest and hearty support of its administration. It will call forth the best qualities of the men, stimulate zeal and activity, induce greater watchfulness and care and render the entire body of employees more efficient, more loyal and more steadfast. Men under such conditions are, in a comparative sense, working for themselves and their families and would consequently be stimulated to the highest exertions of which they may be capable.

Railway service thus organized ought to be the best and therefore the most economical of any in the world. Antagonism between a corporation and its employees would disappear and strikes would become impossible.

Such are the advantages which the ideal railway management advocated by this paper is intended to secure. It calls for no concession on either side which will not be fully returned with interest, and at the same time it embraces a scheme of improving the condition of the working classes in harmony with justice.

There is but one thing which renders this scheme impracticable at the present time, and that is in the well-known fact that railway companies, to a large extent, are poverty stricken by the low rates which they are now obliged to accept for the transportation of freight. This is the great overwhelming obstacle to railway progress. It limits their improvement in physical condition and renders them powerless to assist in any plans for the benefit of their employees which call for the expenditure of capital, no matter how desirable they may be. It is possible that a few

companies in the east could initiate movements of the character indicated; but the great majority of railway lines west and south will be utterly unable to undertake such measures until they can secure a fair compensation for the services they render.

Is it not lamentable, is it not almost a national misfortune, that great public works should be thus prevented from undertaking measures to benefit their employees and from making improvements in the physical condition of their properties commensurate with the rapid development of the business of the country?

Is there no remedy for such an unfortunate state of things? Or must we conclude that nearly a million of men in the employ of our railway companies must abandon the hope of such incalculable advantages as would be secured to them by the adoption of the mutual benefit scheme sketched in this article? If any method can be devised to stop rate cutting by railway lines and a moderate advance can be established in freight tariffs, the remedy will be at hand, but so long as the railways are engaged in mutual throat-cutting competition, and so long as legislation in congress and in the states seeks to oppress and cripple railway companies by stringent laws which serve no useful purpose and take from railway managers the power of correcting the evils of excessive competition, there can be no substantial improvement in the situation. The railway companies are partly responsible for this deplorable state of things in declining or neglecting to act together; but the people through their representatives in congress and in state legislatures must be held accountable for laws which not only inflict a great wrong upon owners of railway property but which effectually stop any movement for the benefit of a very large and meritorious body of workr ing men.

It may be urged in opposition to the suggestions in this paper, that railway companies will never unite upon a scheme which calls for a contribution from their profits to better the condition of their employees; but if the theory is correct upon which the propositions are based, no concerted action is necessary. The experiment of a single railway company will settle the question definitely. The contention here is that a railway operated under the conditions stated will so far excel all others in the superiority of its work and in the economy of its operation that every line in the United States will be forced to adopt the same methods, to protect their own interests. The difference in favor of service performed by men

who are working for themselves and that of men who go through a daily routine in a perfunctory way, taking no interest in the enterprise which employs them beyond the regular receipt of their wages, is well known. It is the operation of a natural law which governs humanity; a trait of selfishness it may be in one sense, but in another a proper and generous instinct which prompts men to protect and cherish the beings who are most dear to them and largely dependent upon them. At all events experience teaches us that man works best when he works for himself, and it is a fair and reasonable conclusion that a railway operated by men whose heads and hearts are bound to it, not only by self-interest but by a loyal sentiment which the generous consideration of the employing company toward its employees must inspire, will show much better and more economical work. The naked proposition to a railway company to pay out \$50,000 or \$100,000 annually for the benefit of its employees, who are liberally paid already, would meet with instant rejection, but if it is a plan for increasing the efficiency of railway service as well as to provide a just recompense for such service, the question presents itself in an entirely different light. experiment once thoroughly and successfully tried would draw every railway company in the country into similar arrangements by the attraction of its superior service, its economy and its generally progressive features.

Taking a calm and impartial view of the drift of popular opinion, estimating at their real value the fallacious and sometimes atrocious theories and doctrines advocated by extreme socialists, should we not consider seriously the question of meeting these social problems intelligently and practically? habitants of a country where popular government reigns, wherein man is born free and equal to become as unequal as he can, should we not try to demonstrate that man by strict observance of the fundamental principles of our republican institutions can, by his own exertions, acquire the highest positions and the highest honors, and thus holding out generous encouragement to the industrious and the deserving and doing all we can to start men in the race of life, handicapped only by the deficiencies of nature, shall we not uproot and destroy the poisonous weeds which so-called anarchists, nihilists and communists are constantly planting in a soil to which they are not indigenous?

If the image of liberty holds her torch on high in the harbor of our principal seaport to enlighten the world, will it not be a graceful passes the next block the current from the weak battery resumes its course through the electro-magnet, the circuit from the second battery is closed, and the "all right" signal is set again.

It will be seen that this system is perfect so long as the two electric currents remain in good working order and the compressed air mechanism is not disarranged. The chief difficulty lies with the electric current from the weak battery which passes through the rails. In wet weather the ties become soaked with water, and wet wood is an excellent conductor of electricity. This difficulty is overcome by making this primary current very weak. Steel is the best possible conductor of electricity, and the rails are very large. So with a very weak current the tendency to short circuit through the wet ties is reduced to the minimum. Experiments on the Pittsburgh division have resulted in the finding of a current of just the degree of strength to resist this temptation to short circuit, and still affect the electro-magnet. A much stronger current is necessary to work the mechanism of the pneumatic apparatus, otherwise the rails could be connected directly with it.

By another device, the details of which need not be explained, the next block ahead is also connected with the pneumatic apparatus so that two signals are shown at each station. A red arm stands for the block just in front, and a green arm for the block next after it. The engineer of an approaching train, if he sees both arms down, knows that the track is clear for two blocks ahead of him. If he sees the red arm down and the green arm raised, he knows that the block just ahead is clear, but that there is a train on the next block to it. He therefore reduces speed and looks out for the next signal. This is a marked improvement on the old system, which signals only the condition of the block the train is about

Another advantage of the system is that if a switch is turned or a rail broken the danger signal is set automatically, for either accident will break the continuity of the rails which carry the electric current. There is no provision for such contingencies in the old system.

### Railroading in Australia.

N Australian traveler, a railway official, writing of a trip in this country says: "All American cars are used, no compartment carriages, very little assistance provided, no porters as on English and American railways, no

platforms, passengers having to climb up into the carriages from the ground as best they can; this is especially rough on ladies and children at stations and termini. Passengers have to look out for themselves, and on long traveling it is very uncomfortable. The din in large yards is something abominable; every engine carries a bell which is worked by the fireman, and in a large station, when shunting operations are going on, every bell is going, and the result can be imagined, not described. They have no safety appliances such as tablet, staff, and block instruments, the traffic being controlled by telegraph messages, and if anything goes wrong with these, an almighty smash is the result. This will account for the big accidents we hear of occasionally. The sexes are not separated in the sleeping cars, but mix together." His first experience of this kind of thing was on an occasion when he had a lower berth, and found in the morning to his utter astonishment that the upper berth had been occupied by a young lady all night.

### An Express Deal.

TEN years' lease has been secured by the United States Express Company to do business on the entire Reading and Lehigh Valley railroad system. During the past three years the United States company has transacted business over the Reading railroad by a renewed yearly contract, but now a ten years' lease has been executed, including the Lehigh Valley system, which has hitherto been occupied by the Adams Express Company. The deal, it is stated, not only takes away a large portion of the business of the Adams Express Co., but shuts it out of a number of large towns, which can only be reached by the Lehigh Valley road. These towns include Allentown, Bethlehem, Easton, Scranton, Rochester and others of importance. It is also stated that a contract has been entered into by which the United States company and the American Express Company will exchange business, such an arrangement having existed prior to January 1st, between the American and the Adams companies. Within the next ten days the United States Express expects to occupy offices in the Reading Terminal depot at Twelfth and Market streets, giving the company largely-increased facilities. It is predicted that when the express leases on the Boston and Maine and other lines controlled by the Reading shall expire, the United States company will succeed to the business.

### A New System of Baggage Checking.

A. GLISSON, assistant passenger and ticket agent of the Iron Mountain Route at Memphia, Tenn., is the inventor of a new system of checking baggage which attracts attention in railroad circles. In his descriptive circular Mr. Glisson speaks of the evils in the old system of checking baggage and the causes of same, and says:

"A lack of complete and effective systematizing admits of fraudulent and irregular practices on the part of the traveling public, ticket agents and baggage agents, to the detriment of a railway's revenue, as, by reason of an agent's carelessness as to weights of baggage received or forwarded. Their failures (willful or otherwise) to make proper specifications on checks or receipts which they issue, as to the number of tickets used by a passenger in checking baggage, and the impossibility as to officials being able to detect frauds or irregular practice, or to place blame against any particular person who may be at fault, etc.

ular person who may be at fault, etc.

"Irregular practices are employed in nearly
all competitive business, and especially so

at points on railways at which coupon tickets are sold to or through competitive points on lines of road other than the lines for which selling agents are in regular service, on salary.

"For the sake of commissions, which they receive from the sale of such through tickets, such agents very frequently abuse their own and other lines by checking free of cost, all, or a portion, of any excess baggage which a passenger may possess, in order to make sales of through tickets. Thus they cause all lines in interest to lose their regular and legitimate revenue.

"Under old systems, the forces of carelessness, laziness, personal friendships and briberies, have not been overthrown, by reason of which railway lines are daily losing regular and legitimate revenue, and are not able to prevent same, or to know or ascertain extent of improper practices on their own lines.

"Under the old systems the railways are not alone suffering from the weakness, etc., of their own agents and their local passengers, but are also open and liable to losses, etc., caused or produced by all agents of all other lines with which they have occasion to do through passenger business."

This Slip is Void and of no value unless properly Stamped by Forwarding Baggage Agt.

Forwarding Baggage Agent Stamp Here.

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Actual ere	on weight of	Regence	covered	hy this
•	weight oftbs.	Baggage	covered	by this
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INSTRUCTIONS.—Agents making delivery of Bageage covered by this Bilp must weigh eaths, sign above Cartificate and send this Billy to General Bageage Agent or General Auditor of his tood as soon as delivery has been made, and stamp date of delivery hereon. Bend Birns Checks be your Geteral Bageage Agent promptly upon delivery of Barezee of Bageage Agent promptly upon

### STRAP CHECK.

Penall

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Porwarding.

To be attached to Baggage. Read and follow instructions carefully. Baggage Agent
Stamp Here.

Check of correspond	ing Form and Number also covers
Baggage bearing	Checks numbers
***************************************	************************************
PPDPPENDOUDODAGAGGG 1 5-005-5-0-56	***************************************

DELIVERING AGENT'S CERTIFICATE.

(STAMP)	Agent
HERE.	Station R. R

Agent making delivery of Baggage at final destination point of Caecks, Slips, or Tickets must send all Strap Checks to his General Baggage Agent promptly on delivery of Baggage.

HAC

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and must make corresponding entry on his way-bills, and on his station records; and the agent at such station to which baggage is checked will take possession of both portions of the checks, on delivery of baggage to the passenger at his station, and will hold such portions of the checks until passenger returns to him to get him to recheck such baggage to a point further on, or to final destination. The final destination of all baggage checks, and of all tickets, will, in all cases, be shown between punch marks, by the agent who sells the tickets for passage, and before any baggage whatever is checked thereon.

No baggage should be checked free on any ticket, unless passenger presents with such ticket check forms corresponding therewith. In all cases where tickets are presented for the purpose of having baggage checked, without the check form or forms being attached to or accompanying such passage ticket, the forwarding baggage agent will check such baggage as "excess baggage" only, and must, in such case, forward such baggage under special "C. O. D.," or special excess checks, and must show on his way-bills, station records, strap check and passenger's receipt, the amount of weight and excess collection made in the transaction, and must make proper report of same at proper time.

Any agent at an intermediate station who may have occasion to increase charges on baggage (such as storage, repairing, costs, etc.,) which he handles as an intermediate agent, may take up passenger's receipt and strap checks corresponding, and issue in lieu "exchange" checks showing amount of original charges, amount of added charges, and for what account added, and also showing whose issue, and form and number of checks taken up.

### Another New Ticket.

MR Ohio Valley Company of Cincinnati has issued a circular calling attention to a form of "absolutely" continuous passage ticket. On the back of each coupon is printed a series of numbers to show the date and time of arrival of the passenger at point where he changes from one road to another, these figures being duplicated on the next coupon. When the ticket is presented to the conductor, he holds the coupon reading over his line face to face with that reading over the next connecting line and punches in the figures on the back the month, day of the month, hour and minute his train arrives at destination; this record thus appears on both his coupon and the one to be detached by the next succeeding conductor; the conductor then detaches the proper coupon and disposes of it according to the custom prevailing on his line. The next succeeding conductor can tell at a glance whether the passenger has taken the connecting train or not; if not, the ticket is not accepted. If the connection was unavoidably missed, the ticket should be accepted on the next train. Same procedure is followed by each conductor until the final destination is reached.

### Rates to the World's Fair.

MHE question of passenger rates to the World's Fair has been definitely settled by the trunk lines and Central Traffic association roads. The standard tariff rate will be charged on all regular trains between New York and Chicago, excepting that trains taking 36 hours or more for the trip may carry at a reduction of 20 per cent. Cheap excursion trains may be run on certain days at 20 per cent. reduction from the regular limited fare of the road, and may allow passengers to stop off where they please; also giving a choice of routes returning from Chicago. The excursion rates by the different lines will be as follows: Pennsylvania and New York Central \$32, Erie and West Shore \$28.40, and Delaware, Lackawanna & Western, Ontario & Western, Lehigh Valley and Baltimore & Ohio \$27.60. From other points in the territory of the two associations a corresponding reduction will be made on such excursion trains, based upon the limited passenger fare. While these rates may not meet public expectations they will doubtless give the railways all the passengers they can carry to the fair without injury to their regu-The extravagantly low fares lar business. which were demanded would have resulted, if granted, in completely swamping the roads, and would have made the long journey between the seaboard and Chicago full of discomfort, besides causing the roads to do injustice to the bulk of their passenger traffic, which will not go to the fair. From points within moderate distances of Chicago the fares will be comparatively insignificant and the roads will have all they can do to handle the crowds originating within 200 or 300 miles. As a rule few visitors of very small means will come from a distance of 1,000 miles or so, nor would a still greater reduction of fares make them able to take the journey.

A Scotchman complained that he had a ringing in his head. "Do ye know the reason o' that," asked his friend. "No." "I tell ye—it's because it's empty." "And has ye never a ringing in your head?" asked the other. "No, never." "And do ye know the reason—because it's cracked."

hours. This engine was built at the company's shops at Stratford, England, in the latter part of 1891, and still stands as a phenomenal feat. It is the intention of the Great Eastern railway to send a fine exhibit to the World's Fair. They have recently opened near Trafalgar Square in London an American Rendezvous for the use and convenience of tourists, and where can always be found American newspapers and periodicals free to hand, and where information of all kinds can be obtained, very much like at our city ticket offices in America. This is mentioned so particularly because it is something altogether new on the other side and European tourists freely testify that it is the only office of its kind over the ocean.

Mr. Ketcham journeyed through parts of England, Ireland, Holland, Belgium and France, and now returns home in fine health and spirits to establish his office at some centrally convenient point in New York City, throw off his coat, roll up his sleeves and plunge into his work with an energy and intelligence that will fitly show just the sort of capable man it is that worth makes.

Mr. Ketcham has an estimable wife and two children beautifully homed at Narberth, six miles out on the Pennsylvania main line. He will bring to his new position experience, industry, sound business qualities, keen perception, quick application, and affability of person,—all of which will go to make him a very agreeable and helpful man to the public, and a very valuable one to his company. And The Station Agent shouts out to him a cheer of exultation as he mounts the eighth round in the ladder of his happy destiny. W. McK.

### Hollenbeck, The Hustler.

T the risk of being thrown out of the mails, the Indianapolis News publishes a portrait of Jake Hollenbeck, one of the Adonises of the I. A. T. A. In a personal sketch the same paper says:

J. G. Hollenbeck, of the Indianapolis, Decatur & Western, is only twenty-five years old, but has been in the railroad business for twelve years, beginning as office boy at the old Wabash ticket office, then located at 54 West Washington street. By care and close attention to business "Jake," as everybody calls him, has worked his way up to his present position of city ticket and passenger agent. He is on the road a great deal, and it is seldom that he misses what he goes after. Within a year three different lines have offered him positions, but he believes that there is but one really great place on earth, and that place is Indianapolis. In his business he has much

authority, and it is said that he has frequently caused a snarl between the larger lines, and while they were quarreling he stepped in and got the business.

We don't know what the advertising rates of the *News* are, but we want to say right here that it costs Jake forty cents a line to have this notice reprinted in The Station Agent, and we're not gesting any the best of the bargain at that.

### The Finest on Wheels.

ON. T. B. BRYAN, of Chicago, vice-president of the World's Fair Commission, and a man of national reputation, in his address before the Real Estate Exchange of Minneapolis, at their banquet at the West hotel on the evening of February 3d, paid a handsome compliment to the Chicago & Northwestern road. Referring to the fact that nowhere in the world was to be found more elegant and luxurious train service than between Chicago and St. Paul and Minneapolis, he mentioned the famous "Northwestern Limited" on the C. & N. W. and said:

"I can not see how this wonderful train could be improved, for it is perfect now. It is the paragon of railroad architecture and is as perfect as man's fingers can make it. No king, no queen, no potentate-I venture the statement, gentlemen, that not even the Czar of all the Russias could conceive to be built a more luxurious or complete a train than this one of which I speak. When our visitors from across the water see such luxury on wheels as that train between Chicago and as far remote a city to them as Minneapolis, I imagine they will hold up their hands in very surprise. They will be astounded to discover such luxurious appointments on wheels in the 'far West,' ornate and elegant enough for royalty itself."

Mr. Bryan also supplemented this remark with the comment that it was unfortunate that eastern people who had exaggerated ideas of our western civilization could not compare the luxury of traveling in the west on such a train as the "Northwestern Limited" with the accommodations found in the east. He had never seen such railroad magnificence in the United States or anywhere else.

<sup>&</sup>quot;That's a habit I have got to break myself of," said Quigsby.

<sup>&</sup>quot;What's that?" said Grigby.

<sup>&</sup>quot;Playing poker."

<sup>&</sup>quot;O, well, I wouldn't worry about that. Just stay with it. You'll break yourself quick enough."—Galveston News.

### Our St. Louis Letter.

(From our Regular Correspondent.)

MHE Association of Railway Representatives in St. Louis had a dignified birth a few weeks since under the roof of the Merchants' Exchange, and in less than 48 hours there were nearly 300 applications for membership. President Geo. S. Tyler, the general agent of the Chicago & Alton, will call a meeting in a few days to perfect further details of the organization, and suitable headquarters will be rented in one of the numerous new buildings towering skyward in the heart of town. The Railway Representatives have lofty ideas on the subject of a social retreat and are anxious to locate away up in the teen stories 'mid light and air, far from the "madding crowd." The association aims at social intercourse, the development of benevolent features and the advancement of business interests. For the representatives of the 23 railroad lines entering St. Louis, and the freight and water lines of foreign companies it will serve the purpose of a club, and the co-operation of the passenger men has been earnestly solicited to make it a success. In that regard the movement cannot be too highly commended, for it will tend to brush away a feeling of exclusiveness which has heretofore kept apart the freight and passenger officials at all large terminal centers. There would appear to be no good reason why the agents of the two sources of revenue for railroads should not fraternize and derive mutual benefit from such association. A midday lunch composed of soup, fish, a joint and an entree is one of the features proposed for the new club, and it would assuredly bring the members together and furnish a steady source of revenue if properly conducted. There are probably 600 resident railway representatives in St. Louis, and among them may be found many genial, whole-souled fellows whose social qualities at present shine at various resorts of men not in any way identified with railroad interests. A pull-all-together of the freight and passenger agents at this time will result in the firm establishment of an association of railroad men second to none in the country. An active promoter of this movement is Eugene Field-not the Chicago poet-but the agent of the Clover Leaf.

Major John Williams, city ticket agent of the Missouri, Kansas & Texas, can never efface from his memory the jaunt of the International Association in 1891. The Major on that trip met and was carried away by the charms of a lovely sister of a Virginia agent. She came into his life like a dream and he hovered

around her presence spell-bound. For two days they saw a great deal of each other, and when they parted the Major felt that aching void which cannot be described. He planned a trip east to work up business and had nearly completed his arrangements when the Virginia mail arrived one morning with a stiff cardboard "At Home" announcement from the fair object of his admiration. She had surrendered to the local agent and in the hour of her triumph did not forget the courtesy due her western admirer. The Major quietly pigeon-holed the "At Home" card, muttered something about jumping off the big bridge, and stepped around the corner with two traveling agents to moisten his sorrow with a julep. The Major is still on the bachelors' roll, and declares that he will be at the great final checking up.

Capt. Alsdorf Faulkner, the general passenger and ticket agent of the Missouri, Kansas & Texas, whose wealth is estimated at a quarter of a million, was at one time a successful revivalist, and for many weeks he conducted a series of protracted meetings on his ranch in Texas. A few days since he received a letter at St. Louis headquarters from a young evangelist in Texas offering his services as a traveling passenger agent for the M., K. & T., and assuring the Captain that he was able to influence a great deal of business in the southwest. Only recently the M., K. & T. passenger department electrified the brethren of the cloth by the announcement that half-fare permits for the clergy would no longer be granted over the lines of that system. One distinguished brother wrote to Captain Faulkner for an explanation and he received it in the following words: "A clergyman's business is to stay at home and look after his flock; there is no clause of the interstate commerce law which justifies any half-rate concession to preachers, and if they travel over this system it must be done at regular rates." The Captain, however, is willing to place the young evangelist on his staff of traveling agents for '93, and intends to turn him loose in Nebraska.

There were not a few tears shed around the bier of Walter G. Graham, ex-general ticket agent of the Missouri, Kansas & Texas, who died here recently after a lingering illness of consumption in his 33d year. Although cut off in the prime of his manhood, he had seen several years of active service in the passenger departments of the Vandalia, Mo. Pacific, Gulf, Colorado & Santa Fe. and Missouri, Kansas & Texas, and he had made hosts of friends in passenger circles. Every mark of respect was paid to his memory, which fell as

balm of Gilead upon the crushed heart of his estimable mother. Every general officer in the city was represented in the mourning throng at the cemetery.

D. D. Ahearn, contracting freight agent of the Louisville & Nashville, died here on Thursday after a brief illness. He had been 8 years in the service of the company in St. Louis, having worked his way up from messenger boy.

The marriage of Chas. L. Grice, city passenger and ticket agent of the Burlington, to Miss Witbeck of Chicago took place last week. The handsome groom was escorted from St. Louis in a special car by a number of bachelor railroad friends, and the wedding was quite a brilliant affair. The matrimonial fever among the Burlington officials in St. Louis set in last fall when Howard Elliott, general freight agent of the Burlington system in Missouri, and nephew of President Perkins, was linked to a St. Louis belle, Miss Janet January. General Agent Gray captured the daughter of a Missouri banker at Joplin, and confidential whispers are heard now concerning the fate of D. O. Ives, general passenger agent.

Col. Jeremiah Hunt, city passenger and ticket agent of the Chicago & Alton, celebrated his tin wedding last week. Congratulations poured in from all quarters, and the reception was something to be remembered. The Colonel's famous art gallery was thrown open for the occasion, and there was a numerous and distinguished company, including visiting professionals of both sexes. Refreshments a la Russe were dispensed in a lavish manner.

Col. C. Sarsfield Crane, assistant general passenger agent of the Wabash, has been invited to deliver an address at the banquet of the Knights of St. Patrick on St. Patrick's day. The Colonel's fame as an after-dinner speaker in the west is second only to Dr. Chauncey L. Depew's in the east; in fact, the ladies award the palm for polished talking to the Wabash orator. His sentences are neatly rounded and he never drags.

Col. Henry C. Townsend, general passenger and ticket agent of the Mo. Pacific—Iron Mountain—has just returned from a missionary tour of the Gould lines in Texas, accompanied by Col. Chas. E. Ware. They accomplished a great deal in the way of booming Hot Springs, and distributed several tons of pictorial literature. Col. Ware is now organizing an expedition for the Lower Congo.

Have you guessed on the World's Fair attendance?

### Railroad Exhibits at The World's Fair.

SOME THINGS THE READING WILL SHOW.

NE of the most interesting features of the extensive exhibit which the Philadelphia & Reading Railroad Company will make at the World's Fair is now in the office of General Passenger Agent C. G. Hancock, says the Railway World. It includes a number of pictures, tickets, time tables, etc., which are very highly prized on account of historical as-

The Reading's early history is sketched by these pictures, all of which are enclosed in four handsome frames, and which, at this time, when the company has just opened its new terminal depot, are of special interest.

sociations, and will form an important part

of Reading's display at Chicago.

The Reading was originally chartered to run from Reading to a point on the Delaware river in or near Philadelphia—which point was Port Richmond—chosen as the actual southern terminus of the road, because the United States government had then under consideration the building of large arsenals and other government manufacturing buildings, and also on account of the tidewater facilities for the coal trade.

The largest of the pictures is a water color of the locomotive Gowan and Marx, which made its inaugural trip from Reading to Philadelphia on December 5th, 1836, drawing the first train over the road. The train ran from Belmont, over the tracks of the Philadelphia & Columbia railroad—known as the state road, which, it is claimed, was the first road in this or any other country chartered, built, and owned by the state for general public uses—over the Columbia bridge, over the Schuylkill at Belmont, thence through the Park and down Pennsylvania avenue, to the station of the Philadelphia & Columbia railroad.

The event was celebrated by a military and civic parade, the booming of cannons and the ringing of bells, together with general rejoicing on the part of the people, in which latter merrymaking it is said two hogsheads of whisky brought down on the first train played an important part.

The Gowan and Marx weighed 11 tons and looked like a fire engine of the antique Philadelphia pattern. The boiler was encased in a wooden covering and the smoke stack looked like a very tall stovepipe with an oblong knob on the end. The piston rods ran from the two driving wheels diagonally towards the front of the boiler, where the cylinders were placed.

There were two driving and two pony wheels. The construction of the machinery

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was of the simplest description, and, placed beside the splendid locomotives of to-day, the Gowan and Marx would have looked like a burlesque on locomotives, resembling somewhat in its general appearance the engines now used for driving threshing machines on big farms.

The cargo of the train was of a mixed character, consisting of 635 barrels of flour, 73% tons of blooms, six tons of coal, two barrels of whisky—the same mentioned above, whose influence was a powerful factor in the merrymaking—and 60 passengers. The total weight of the train, which consisted of 80 fourwheel box cars, of the antique pattern, now long since forgotten, and passenger cars, was 379 tons.

The picture of the Gowan and Marx was drawn by Enoch Lewis, Jr., and colored by Rufus Mason,in 1841, two years after the event. The engine was built by Eastwick & Harrison. There was no sign of a "cow catcher" or of steam valves or steam chests, the only thing visible on top of the boiler being the bell.

In the second frame is the circular announcing the opening of the Reading road. It reads as follows:

"The Philadelphia & Reading railroad will be opened for travel and the general transportation of freight on Monday, December 9th, 1839."

Below the first line was the representation of a train of passenger and freight cars. The circular continues thus:

"Winter Arrangement.—Hours of starting: From Philadelphia at 6 a. m., from Reading at 1½ p. m. Depot in Philadelphia, corner Broad and Cherry streets."

Then followed a table of rates between Reading and the intermediate stations to Philadelphia, which included Douglassville, Pottstown, Phœnixville, and opposite Norristown and Manayunk. It was further stated that "passengers are requested to procure their tickets before the train starts." The circular was printed in red and black ink, and was considered a work of art in the printer's line in those days.

There is also enclosed in this frame watercolor pictures of the passenger and freight
depot of the Philadelphia & Reading, erected
at Broad and Callowhill streets in 1857, which
is the exact counterpart of the appearance
presented to-day by the depot just abandoned
for passenger traffic by the company; also of
the passenger depot on the east side of Broad
street, above Vine, built in 1848; the building
on Third street, opposite the old Girard Bank
building, in the second-story back room of

which was the first general office of the company in 1839; the in-bound freight depot on the east side of Broad street, above Race, built in 1833 and destroyed by fire on December 19th,

There are also exhibited a lot of original time tables, from 1852 to 1859; a number of original circular tickets, issued from 1839 to 1847; also, an original invitation ticket, issued July 13th, 1843.

The first passenger train that ran from Philadelphia to Reading, on December 9th, 1839, is pictured in water color, and is one of the chief objects of interest in the third frame. It consisted of two passenger cars of a curious build and yellow in color, drawn by the locomotive Hecla. There is a picture of the old Philadelphia and Columbia depot, at Broad and Cherry streets, and a picture of the first freight train, drawn by the engine "Gowan and Marx," on its way to Philadelphia, December 8th, 1839, approaching the Black Rock tunnel, north of Phœnixville, and an annual pass used over the Lehigh Valley lines nearly fifty years ago. One of the first legislative passes ever issued by the Lehigh Valley Railroad Company is on exhibition; also orders for soldiers' tickets, in 1865, and the first time table over the Reading connections between New York and Washington, issued in 1866. There are also a number of circular and other tickets in the frame. The fourth and last frame contains the topographical views of the road between Philadelphia and Pottsville, made in 1840 and 1841.

### THE LEHIGH VALLEY.

One of the finest railroad exhibits at the Chicago World's Fair will be that of the Lehigh Valley Railroad Company. The full details of the display have not yet been decided upon, but work on sundry articles that will form part of the display is progressing at the different shops owned by the company. A new engine for exhibition at the fair is being built at the Hazleton shops by Master Mechanic David Clark. It will be a fine specimen of mechanical skill. The exhibit will contain a passenger car being built by Master Mechanic John I. Kinsey at the Easton shops. A house car, a flat car, and a double-hopper coal car or gondola are being built for the exhibit at the Packerton shops by Master Mechanic Lentz. There will also be a specimen stretch of the Lehigh Valley's standard track. The unique part of the exhibit will be the first locomotive owned by the Reading railroad. The Lehigh Valley Coal Company will also display an exhibit. Its features will be a mountain of coal and a miniature breaker, now being built at Pittston.

### A BUREAU OF INFORMATION.

The establishment of a bureau of information at the World's Fair grounds was the subject of a meeting last week by representatives of fifteen railways and three lake lines.

# Acknowledgment of Courtesies.

THE committee on resolutions appointed at the recent convention in Philadelphia drew up a report which was printed in this paper at the time. These resolutions were handsomely engrossed and sent to the various railroad officials and others who assisted in making that memorable trip so pleasant to all concerned. Below are given a few of the replies received by Secretary Cadwallader, which will show that the I. A. T. A. is not forgotten:

W. M. FOULKROD, President Trades League, Philadelphia.—I am in receipt of your very handsome engrossed copy of the extremely complimentary resolutions passed by the International Association of Ticket Agents to the members of the Trades League of Philadelphia, and myself, as president. On behalf of the Trades League, kindly accept our most sincere thanks for the very complimentary manner in which you have seen fit to refer to us, and our assurance that we appreciate the honor very highly, coming, as it does, from an organization representing every part of this country. While the members of your association may have been well pleased with their visit to Philadelphia, I desire to state that Philadelphia itself has been greatly benefitted by the holding of your convention here, as the Trades League has had brought to its attention many cases of merchants, who have not heretofore stopped in Philadelphia, visiting this market through the efforts of some of the members of your organization. I trust that we may in the near future again have an opportunity of contributing to the entertainment of the members of the International Association of Ticket Agents.

JOHN WANAMAKER, Postmaster-General.—Acknowledging the receipt of your esteemed letter of the 27th ult., which came to hand during my absence from the city, I have the pleasure to thank you for the beautiful copy of resolutions of your association.

E. A. FORD, Gen. Pass. Agent Penna. Co. —I beg to thank you most sincerely, and through you the members of the International Association of Ticket Agents, for the beautifully engrossed resolutions, complimentary to the Pennsylvania lines, regarding the recent transportation of your members to the Philadelphia convention.

W. S. WEBB, President Wagner Palace Car Co.—I beg to acknowledge the receipt of your letter of December 27th, enclosing an engrossed copy of the highly complimentary resolution passed by your association with regard to the Wagner Palace Car Company. Please accept for yourself and your associates, the thanks of this company for your courtesy.

O. W. RUGGLES, G. P. A. Michigan Central R. R.—I take pleasure in acknowledging receipt of your favor of the 27th ulto., enclosing engrossed copy of resolution of your association, expressive of their appreciation of the courtesies extended to its members and their families in connection with the convention held in Philadelphia last September, and beg to assure you of the grateful appreciation of the testimonial referred to, which I shall have handsomely framed for the wall of my private office.

EDWIN S. STUART, Mayor of Philadelphia .-- I am in receipt of your favor of December 27, transmitting copy of resolutions adopted by the International Association of Ticket Agents at the convention held in Philadelphia in September last, and beg to express to the association my sincere appreciation and thanks for the kind words concerning myself they have therein placed upon record. It afforded me much pleasure to have the opportunity of welcoming the members of the association to this city, and I am glad that they regard their visit here as a "green spot" to be cherished in their memories for many years. I trust that the experience of last year may induce them to again meet in our midst at no distant day.

A. J. DREXEL, Drexel Institute, Philadelphia:—I have just received the beautiful copy of the resolutions adopted by your association. I appreciate very highly the compliment paid me. I will have the resolutions hung in the Institute. Please thank the committee for me.

GEO. M. PULLMAN, President Pullman's Palace Car Co.:—I beg to thank you for your letter of December 27th, enclosing an engrossed copy of the resolution of your association, expressing their appreciation of the facilities furnished them by this company upon the occasion of their annual convention in Philadelphia in September last.

I am very glad to have such pleasant expressions from a body to whose courtesy, energy and zeal the traveling public is so much indebted.

C. G. HANCOCK, G. P. A. Phila. & Reading R. R.:—Permit me to express to you as secretary of the I. A. of T. A., my thorough appreciation of the acknowledgment of that body of the courtesies which were extended by the P. & R. R. Co. during their fourth annual

convention in this city, September 14th, 1892. I am also instructed by President McLeod to express the same acknowledgment in respect to the P. & R. Transfer Company. I can only add that I am satisfied that we succeeded in our attempts to make the Philadelphia meeting a pleasant and instructive one to all who attended it, and I can only hope that we will at some time in the future have an opportunity to make another effort in the same direction.

- J. M. CHESBROUGH, A. G. P. A. Vandalia Line:—I beg to acknowledge receipt of yours of the 27th ult., and thank you very heartily for the copy of resolutions of your association, passed at your convention held in Philadelphia in September last. The copy sent me will be nicely framed and will decorate the walls of my office. I hope to have the pleasure of meeting the members of the association again at no distant date.
- C. O. SCULL, G. P. A. Baltimore & Ohio R. R.:—I have the pleasure to acknowledge receipt of yours of December 27th, and the accompanying engrossed copy of the resolutions adopted by the International Association of Ticket Agents, for which please accept my cordial thanks, coupled with my best wishes for the continued success and prosperity of your association.
- J. P. MURPHY, General Superintendent Union Transfer Co., Philadelphia:—I have yours of December 27th, 1892, transmitting engrossed copy of resolution of thanks to this company, adopted by your association, for the facilities extended during your fourth annual convention, held in this city in September last. This company fully appreciates the action of yourself and associates in this matter.
- T. L. AND H. J. MUMFORD, Mauch Chunk & Switch Back R. R.:—Your favor of December 27, together with engrossed copy of a resolution from the International Association of Ticket Agents, received New Year's morning with thanks. We appreciate highly this memento of the ticket agents' visit to Mauch Chunk and their appreciation of our efforts to add to the pleasure of their convention, and hope that each and every one of this "400" may live to have general prefixed to his title.

If you will act as agent for THE STATION AGENT Locating Bureau in your town we will make it an object to you. Write us on the subject.

### The Wedding-Bells are Ringing.

Is IKE a good mother who carefully brings up her children, guards them in infancy and guides them in youth, anticipates their wants, strengthens and purifies them with her love and counsels them with words of wisdom, until she finally launches them on the sea of matrimony, and even then stands upon the shore and calls out helpful advice or tosses them a spar of experience to aid their bark along, THE STATION AGENT, ever watchful and thoughtful of all and each of its large family, follows every member through his or her ups and downs in life, and, flushed with a glow of pride, rejoices loudly when the wedding bells ring out a glad song of triumph for anyone of them. So it is that now THE STATION AGENT, its cheeks reddened with enthusiasm, its eyes sparkling with delight and its bosom heaving with a gratifying excitement, throws its hat high in the air and sends out and up a hearty shout of glorious congratulations to one of its best-known, best-liked, best-behaved and best-deserving boys! Sends out to him and to his fair mate an honest cry of strong good-will and earnest wishes for a long life of peace and plenty and pleasure! And, furthermore, THE STATION AGENT is authorized to cordially extend to each and every member of the International Association of Ticket Agents, and of the Quaker City Association, the following pleasant invitation:

#### MR. AND MRS. PATRICK HICKEY

REQUEST YOUR PRESENCE AT THE MARRIAGE RECEPTION OF THEIR DAUGHTER

MARGARET REGINA

MR. JOHN ARCHIBALD LITTLE,

on Wednesday Evening, April 26th, 1893, RIGHT TO TEN O'CLOCK, AT NO. 211 NORTH 22ND STREET, PHILADELPHIA.

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.

Reggy—"I hear there is to be a dreadful row in society."

Cholly—"Yes, Miss Cholmondeley is about to sue Miss Montchesington for alienating the affections of her pet pug dog."—Shoe and Leather Reporter.

#### RARELY METWITH'S BUDGET.

THE QUEEN CITY ASSOCIATION'S NEXT BAN-QUET—EXPERIENCES OF AN ABSENT-MINDED EDITOR—PHILA-DELPHIA NOTES.

ST. TIMOTHY, I believe, is (or ought to be) the patron of the hay-field, and if that distinguished disciple of his, our own delightful Charlie Murray, has his way, the Quaker City Club will engage in such a startling and amazing parade on the 17th of March that it will not only turn St. Timothy's head white with excitement, but will also arouse from his peaceful sleep the club's blessed old patron, St. Patrick, and cause him to rise up in his burial robes and see snakes from that time on to the Judgment Day. Murray says that as he sits back in his easy office chair, with his feet restfully perched upon one of his rare old desks-perhaps the one upon which Queen Elizabeth signed the death warrant of her sister, Mary, Queen of Scots, or maybe the one upon which George Washington wrote his charming love letters to the widow Custis—and worshipfully looks upon the face of one of his valuable antique clocks-mayhap the one that so dismally ticked out the prolonged hours of Napoleon's bondage on the Island of St. Helena; or probably the one that George Francis Train set his watch by when he made his famous trip around the world in nineteen days and one shirt-he can't help but looking over with his mind's eye the history of Ireland and picturing to himself how some of her illustrious statesmen, orators, poets and warriors must have appeared,—such as Burke, Grattan, Sheridan, Curran, Goldsmith, Moore, Wellington, Emmett, O'Connell, Rory O'More, Shamus O'Brien, Bob Beatty, Widow Machree, Major Little, Kathleen Mavourneen, John Paul, etc., etc.; and then casting his thoughts over the membership of the I. A. T. A., the R. A. A. and the Q. C. C. and fitting these latter into the characters of the former make up a procession of noted representatives of the warm-hearted, wise-headed and witty-spoken sons of the "ould sod" that will make the day memorable and the participants renowned. But, as the old saying goes-or will go after this, no joy without a pang; and Jack Rogers is the pang to Charlie Murray's joy. For just as Murray gets the parade all planned out, and a shamrock pinned to the lapel of President North's coat, and a shillaly spinning with the right twirl in President Day's fingers, up jumps Jack Rogers, strikes Murray in the head with one of President Day's souvenir oranges, whistles Waters" and turns Murray's peaceful panorama into a fierce and frantic column of war, where the forces under Williams of Orange (New Jersey) battle wickedly with those of James II—or as they call him in Canada, Jimmy Dart-even as they did in the far-off days of 1690, until the vigor of the fray wakes Murray out of his vision of joy and impinges him upon the sharp prong of Jack Rogers's pang, as he hurries along to cover up his well so to keep the janitor of the Cat Hospital from emptying into it the overflow population of that friendly and fecund institute. And so it is that Murray's scheme, fascinating and promising as it is, is likely to begin, to advance and to end in a dream.

To travel in a direct line, as the bird flies, is one way to get to a place, and to follow the tortuous maze of a spider's web, as a bewildered man does, is another. We can't all fly like the bird even if we do sing like one. And this brings in Rabidly Warlike Wright. hope he is properly thankful for being brought in on the musical waves of melodious song. It is certainly a pleasant way to be introduced to a waiting and a welcoming audience. How many of you have ever heard the silvery-noted Wright sing? How ever many you are, just that number have been raised twenty degrees higher in the realms of rapture than those of you who have failed to hear him. If he could only fly as well as he can sing I shouldn't be called upon to dole this dirge. On the evening of January 21st last, the Philadelphia Division of the Railway Agents' Association and their friends held a meeting and gave a dinner at Woodvale Mansion in Reading, Pa. It was a very enjoyable affair and reflected credit upon all who engaged in it. The promises of the occasion were so tempting as to lure Brother Wright from the whirl of his busy Cleveland office, and he came to Philadelphia on the afternoon in question en route to Reading. He intended to take the 4:10 p. m. train from Broad Street Station, but wishing to see and felicitate Billy Conard in and upon his new position at the magnificent Reading Terminal, he made his way there and locked himself in Billy's affectionate embrace for twenty minutes. Then as he started for Broad Street, Billy says, "Why, here's an express just starting out for Reading. No use going to Broad Street; jump on it." And accordingly Wright jumped. This train was due at Reading at 5:45 p. m., and the meeting was called at 7 p. m. When every clock in Reading had struck this latter hour with that insistent and convincing distinctness for which Reading clocks are noted, every man had waded through the glowing word of "WELCOME" so redly woven in the Woodvale's door-mat, except Wright. An anxious chorus of "Where is Wright?" swelled up on all sides and bulged the roof fully ten feet above its limit. And the telephone jingled out a little titter of laughter on its bell and spasmodically answered, "He is in Norristown." Weeping Rachel! Every face in the room blanched with fear and every eye moistened with pity. In Norristown! That was the word, and all knew that in that town was located the State Insane Asylum. President Griest's right eye dried off long enough to flash out to Secretary Shaw the appealing inquiry, "Can it be?" And Secretary Shaw's lips quivered in reply, "It can; but I hope it isn't." And then President Griest's eye resumed its condition of a first-class watering place-tickets good to return until October 1st. Vice President O'Byrne mournfully hung his head through the initial "O" in his name and left his heart to Byrne with eager appre-Second Vice President Mullinix coughed up a cud of sadness as big as a pound of butter and burying his face in it a moment left upon it the imprint of an allegorical tableau representing "Patience on a monument strangled by Grief." Someone ventured to sneeze. This seemed to relieve the awful tension of constrained silence, and yielding to the release Brother McMichael's rotundity responded with such a swell that it burst a button off the bottom of his vest and made it crack against the ceiling like a Pottstown girl's kiss. Everybody began to talk and to speculate and to opinionate about Wright's presence in Norristown. Some thought they had always noticed he was a little queer. . One man pointedly remembered that upon a certain occasion he had opened a jack pot with a fivespot and four bill-board passes to a dime museum. What could have driven him crazy? some asked. Perhaps he had it checked and it had gone astray, and in that way lost his mind, suggested another. But when they were at the height of the discussion and the police were just about to take them in for conducting a dog fight, in stepped Brother Wright himself and the uproar of sorrow subsided into a still calm of joy. When he had removed some of the marks of his journey from his person and apparel, and restored to their normal condition several of his misplaced features

and articles of dress, in response to the impatient cry of, "How did you escape?" Brother Wright proceeded to unpack his carpet-bag of grievances and demonstrate by them the lateness of his thereness. He said that after getting comfortably seated in the train at Philadelphia, he took out his work—he is knitting a yellow tidy with a green border and the figure of a pretzel in the center to give his friend General Passenger Agent Hooper, of the D. & R. G., for an Easter offering-and got so interested in it that he was totally unconscious of the train's stop and shift of the Reading cars at Conshohocken, and knew nothing, except that it was very difficult to keep from knocking off the pretzel with one needle the salt which he put on it with the other, until he was quietly lifted out of the car on the tines of a pitchfork and set down in the streets of Norristown by a brakeman, who told him he should have changed cars at Conshohocken instead of drinks, and gone on into Reading upon the train he started on. He then informed him that the best thing he could do was to go over to Bridgeport and get a train on the main line for Reading. Talk about Napoleon crossing the Alps! It was nothing to Wright's march from Norristown to Reading. He stated that he backed in on the "Y" and turned his feet so to walk toe on, and then pulled out for Bridgeport, which lay two miles across the river through a covered bridge. But the switches were against him and the first thing he knew he was plowing through ten feet of snow in the streets of Atlanta on the Central railroad of Georgia. From there he ran due north, overtaking the Pacific express at Moose Jaw on the Canadian Pacific railway, to sieze, a little later on, the steamer "Adam Jacobs," of the Pittsburgh, Brownsville and Geneva Packet Company, as it was speeding between Monongahela City and Lock No. 4, scuttling the ship and swimming ashore with the cook—whom he presented to Matt Gordon for a bar-er—that is, a mermaid, and finally tramped into Reading over the Catawissa plank road with every sail set and a twofoot hole through the bottom of his hull, both runners of his sleigh broken, the pneumatic tire badly burst on the front wheel of his bicycle, a two-yard rip in the side of his balloon through which the gas was rushing out like an Arizona typhoon, his horse foundered in all five legs and stringhalt in the tail, his trolley off and his condenser grounded, his pumps frozen up and the air stuck fast so that every wheel on the train was flat and-well, there he was,—and Norristown forty miles away! And then they all knew how he had escaped—and

what a pity it was. But, putting aside the insinuations concealed in the word pity, what sort of a conscience must a man have who imagines himself making such a journey as he tells of above, while walking through a covered bridge? Are covered bridges conducive to mental aberration? Hardly. But certainly something is responsible for Brother Wright's wildness of thought or erratic way of travelling. And every finger on the hand of Suspicion points directly at Billy Conard. Scarce a month ago Billy gave a certain familiar character to you all a cigar; you learned by word and picture in THE STATION AGENT the result. Here again Billy gives Wright a friendly embrace and directly afterwards Wright wanders for five hours in either his mind or the country, and in the end fetches up in a dilapidated state of incoherent gibbers. You have the facts and are at liberty to deduce your own conclusions; but this much is certain, Tom Vaille will never again shake hands with Conard unless he has a horse-shoe concealed up his back to keep off the witches.

The by-laws of the newly organized Quaker City Club require that the club shall meet four times a year, - in January, April, July and October. Consequently the next meeting of the club will be in the latter part of April. A large attendance is desired and expected. There will be beneficial talks and entertaining exercises and palatable victuals. It furnishes a pleasant opportunity for old friends to come together and meet and make new ones. The time given to reunions of this kind, and especially to the "visiting around" amongst members, is always a very happy experience and equally as often a very profitable one. For those who don't care to talk and don't like to listen a generous lunch will be provided. Ex-President Wallace will have returned from California by that time and will probably tell us of some of the wonders of that "glorious climate," and how the Woman's Rights party of that state is progressing in its efforts to eliminate cigar smoking from the ethics of modernized man. Harry Ketcham-handsomer than ever -will be there, it is hoped, fresh from his tour abroad, and in addition to many other interesting incidents of his trip, will dwell especially and picturesquely upon that one which he happily entitles, "How I Met the Prince of Wales." Ed Wallace is expected to give his celebrated "Banner Drill." Jack Rogers will demonstrate the elasticity of a five dollar bill. Frazee will explain how butter and eggs used

to be taken in exchange for railroad tickets when he was agent at Millstone. Billy Raynor will read a paper on "Hungary." Mr. Mc-Knight will tell us something about the "Practical Workings of the Trace Sheet." Fine Cut Price will essay upon "The Tie That Frets-The Cross Tie." Joe Cardeza will sing "Oh, Dat Water-Milyun," etc. While the lunch will not be as heavy as a twelve course dinner, it will be a carefully selected and thoroughly enjoyable one. It was at first thought this lunch might be served out of contributions from the members. Charlie Murray referred to his well and said he would furnish the catsup. Major Little said he would bring in a load of pumpkins and make an ovenful of pies. Bob Beatty said he would provide all the frog legs required. Capt. Cadwallader said he was raising a hog and if it grew fast enough he would supply the ham. Whereupon Raynor bristled up and grunted. Mark McGrillis thought he could catch enough fish out of his office window. Appleby volunteered to invent a self-replenishing biscuit - as fast as you ate it it reappeared on the plate, no string, no rubber band. Charley Kinney claimed he had shot the Ground Hog and offered to donate sausage for the party. Ramsey said he could be depended upon for a case of dog biscuit. Fine Cut Price promised all the potatoes needed-a trunkful if necessary. Florida Thompson gave his word by wire for an alligator. Palmer, of London, Ont., put himself down for a bottle of Family Ammonia. Jack Rogers threatened to contribute five ton of boompernickel. Billy Conard declared that he would present the cigars. And then every man trembled with fear and the deal was declared off. So the Colonnade hotel again gets the contract and the boys may feel sure that they in turn will get a very nice lunch. The ladies this time get-left. But Jack Rogers will stop under each one's window on his way home that night and sing, "I Took a Bite for You, Love, of Everything We Had," and that ought to give them the nightmare even worse than if they had eaten of the lunch themselves.

#### THEY DO SAY-

That Billy Conard is athirst for blood.

That Ramsey is already stemming the strawberries for the April short-cake.

That Harry Martin has a hen which lays three-cornered eggs and hatches out appledumplings.

That Bob Smith can break a cocoanut with his teeth easier than an ordinary man can crack a smile. That Bob Beatty is always such a brilliant blaze of good cheer it is ever a standing wonder to his friends he don't catch on fire.

That the February issue of THE STATION AGENT was the meatiest and spiciest for the Philadelphia contingent that has appeared yet, and an unusually interesting number withal.

That Fine Cut Price has gone into the house agent business and has on his list to rent you anything in that line from a chicken coop to a castle, but makes a specialty of station houses, jails, penitentiaries and bird boxes.

That Sam Hutchinson's bald head is hereafter to scintillate in the ozonic atmosphere of Omaha. O may haw! haw! and giggle as much as it will, but that head's naked top will cling to Sam still.

That though Time steals on apace with him, Col. Shoemaker seems to grow younger with the years,—his fleshiness increasing just enough to very accommodatingly smooth out any ambitious wrinkle that strives to raise its ridge.

That Joe Cardeza says what with ham at 25 cents a pound by the slice, bacon 20 cents, and lard 15 cents, it pays a man these days to be a hog.

That Frazee says in order to keep milk from churning in the can when he was agent at Millstone he used to soak it up in big sponges and ship it that way, to be squeezed out after it reached the city.

That Mark McGrillis thinks he would rather be a barber than president, for the reason that there is more money in a barber shop,—that is, there is more soap.

That Frank Irish, travelling passenger agent of the C. & N. W., is not the individual referred to in the familiar warning, "No Irish need apply."

That Harry Ketcham, general agent Great Eastern Railway of London, has temporary headquarters with the Grand Trunk, No. 271 Broadway, New York City.

That Inventor Appleby comforts the fruitloving public with the assurance that if the Delaware peach crop is ruined as usual this year, he will invent another one, all skinless and seedless, to take its place.

That Jack Rogers has the documents to prove that he was in a storm once out on the North Pacific road when the wind blew so hard it blew the yelk out of an egg without cracking the shell.

That Tom Vaille has a friend on Green street whose coat wrinkles in the back between the shoulders and waist so thickly and so firmly that his folks use it every Monday for a wash-board to rub the clothes on.

That Charlie Murray, in order to add another unique curiosity to his already large collection of ancient and distinguished minute measures, is negotiating with the Emperor William and Prince Bismarck with fair promises of securing that famous old time-piece, "The Watch on the Rhine."

That it is as good as a ghost show to hear Harps tell of the time he rescued, singlehanded, ten negro babies who were frozen to death in a tenement house fire in the middle of the Atlantic Ocean when he was returning home from Europe in August towards the latter part of January.

That a prominent and popular member of the I. A. T. A. and Q. C. A. organizations will shortly startle this country and upheave Europe from center to circumference by taking unto himself a wonderfully excellent wife and establishing himself in a happy home, with a smile on the front step to welcome his friends in—and a dog in the back yard to chase them out. Moral: "Never bite into a pie until after you have first removed the pan."

That Hambright in his costume of a female Mexican snake charmer made such a sight at the Mannerchor ball in Lancaster it sent home every beholder of him cross-eyed and tangled-tongued.

That for some years the employees in the Broad Street station ticket office were given a supper in the restaurant at the close of each month. But that shortly after Billy Raynor became one of them the custom was discontinued. Whether the restaurant could not supply the demand upon it or the railroad company could not afford to meet the bill, history does not chronicle.

That more members of the Quaker City Club should subscribe for THE STATION AGENT. A number of them never see it, while it sees them plentifully and pleasantly in each issue. Put your names down for a copy, boys, and learn something about yourselves, as well as your friends and foes, that you never knew before.

That Impunity Hopkins is probably the most singular character the world has ever

known, in that when sitting down he looks exactly like Col. Shoemaker, when standing up he precisely resembles Col. Venemann, and when lying at full length he is the very image of Col. DeGress.

That notwithstanding Raynor's appetite, a peculiarity which he can't help, having inherited his hunger from an Egyptian cannibal who died of starvation on the Isle of Want, in the year Eighteen Hundred and Famished for Food, he is a mighty clever gentleman, expert and polite in his work and thoughtful and obliging at all times.

That Ex-President Wallace expects, and is reasonably sure to get out of his six weeks' trip to California six years of benefit and enjoyment, for in that wonderful climate age and ailments melt away, the rose of youth renews its bloom and the honey of happiness heaps high in the flower of every-day life.

That Captain Cadwallader and Bob Beatty don't go to New York often, but when they do they are always met at Jersey City by a ferryboat, and something invariably breaks. They spent an hour there in Henry Clew's office during the latter part of January, and the next day the Reading railroad failed.

That Freight Agent Adams, of the C. & N. W., has a man in his office by the name of Tom Hickey, who is hand and glove with the most distinguished military hero outside the pages of history. But that on account of the similarity of his name he is very frequently taken for Tomhicken, the big coal station up on the Lehigh Valley road.

That while a large number of its readers strongly favor the present shape of THE STATION AGENT and think its old form gives it a distinctive character, they are very ready to believe that its publishers will only make a change in it for the better and are anxious to see it in its new and increased proportions—which, of course, means improved conditions.

That to hear Ticket Seller Butz at the Broad Street station calling off with his own especial lightenng-like rapidity the ticket numbers as he chicks up his case, is to make you think that someone is firing off a howitzerful of gravel into a big tin boiler—only that Butz's words come out a little faster and a great deal more musical.

That Major Little is mightily rejoiced and greatly thankful that THE STATION AGENT let him down so easily in its February issue. He was afraid it would tell about the time he was going to see a girl—not the one he is go-

ing to see now—and how he asked her one evening for a pillow or two to lay at her feet, saying that he was going to fall in love with her and was afraid on account of his weight he might bruise himself if he struck the hard floor. She let him drop. And he don't want ever to be let down that hard again.

That there will always be a vacant chair at the meetings of the V. S. of I. for "The Little Fat Man" who has gone west.

That with the railroad boys in general and the R. A. A., the I. A. T. A. and Q. C. A. in particular, the grand hailing cry nowadays is, "Have you subscribed for THE STATION AGENT yet?"

That Fred Tristram missed his running mate Sam, while bucking the Tammany Tiger at Washington, but had "many happy days" just the same.

That the V. S. of I. will confer the title of P. E. G. B. on Lew McClellan at the next meeting with honorable mention of Mr. W. P. Cooley.

That the gentleman from Culpepper Co't House was kept busy handling the "Unterrified" in Washington during the inauguration and never turned a hair.

That Harry Ketcham's lecture, "Through Europe on a Lamp-Post; or, How I Met the Prince of Wales," is about the finest thing in that line America has ever listened to.

That Mr. U. S. G. Hough has been appointed city ticket and passenger agent C. R. I. & P. Ry., at Des Moines, Iowa, and his assumption of the responsibilities of married life was a surprise to most of the boys and a heart-breaker for nearly all of the girls. It only shows that the best people sometimes go wrong.

That J. A. Stewart has been appointed southeastern passenger agent C. R. I. & P. Ry., vice U. S. G. Hough, transferred, and will flash himself and watch chain on the public from 315 Lewis Block, Pittsburgh, Pa.

W. McK.

Philadelphia, March 1st, 1893.

<sup>&</sup>quot;When does the train go?" asked the stranger of a station employee.

Never thinking, the station man, whose wife helped to keep the wolf from the door, replied: "When crinoline comes in."—Pittsburgh Dispatch.

#### THE WORLD'S FAIR.

THE GREAT EXHIBIT IN THE TRANSPORTATION
DEPARTMENT—TRANSITION IN METHODS
OF TRAVEL BY LAND AND WATER.

PROM the Egyptian chariot, which was in use thousands of years before the Christian era, to the modern flying express train is something of a step in the science of land transportation. From the dugout of the ancient aborigines to the swift modern transatlantic liners is a still more marvelous transition in methods of travel by water. Between these extremes are 40,000 stages of development which will be, for the first time in the history of the world's great expositions, illustrated by comprehensive exhibits at the World's Fair.

No former international exposition has recognized the important science of transportation by separating its exhibits into a special department. With the single exception of electrical development, the greatest strides in human progress during the last fifty years have been in transportation methods. In America, where the annihilation of distance is a prime factor of commercial growth, the science of transportation has reached its highest development, and it was American genius that made a precedent for all future World's Fairs by creating the department of transportation exhibits.

In combined utility and attractiveness the transportation building will hardly be surpassed by any other on the World's Fair It is convenient of access for visigrounds. tors, no matter by what route they may enter the grounds. On the apex of the building is a cupola reaching a height of 165 feet. Eight elevators will carry passengers from the center of the main floor to the balconies surrounding the cupola at heights of 115 and 128 feet. It is planned to carry a sidewalk around the entire terraced roof, connecting with the upper bridge by means of a balustrade. From the various points of the roof of the transportation building the general view of the grounds is unsurpassed. There will be cafes to help entertain visitors.

The main building is 960 feet long by 256 feet deep, with an annex on the main floor covering nearly nine acres. There are about seventeen acres of floor space. The main entrance to the building is in the form of an immense arch, decorated with carvings, has reliefs and mural paintings. Being treated en-

tirely in gold leaf, it will be known as the "golden door." There are also several minor entrances, with terraces, seats, drinking fountains and statues.

The classification of exhibits is in three main groups—railways, vessels, and vehicles for common roads. Subdivisions in these departments are almost limitless. The historical feature of the exhibits is to be made especially prominent. The contrast between the means and appliances of barbarous and semi-civilized tribes and the high development of modern transportation will be made as striking as possible.

One of the original classifications—that of aerial transit—has been abandoned for various reasons. The only real progress in the science of aerial navigation has been made under the auspices of the war departments of France and Germany. These two governments hold in profound secrecy whatever knowledge of practical aerial navigation they possess, and, although friendly to America and the World's Fair, their knowledge is for the present sacred to military uses. Hundreds of alleged inventors of air ships, balloons and other aerial devices, America and Europe, have applied for admission to the transportation exhibits at the World's Fair, but all their offers have been rejected as impracticable.

There will be no display of air ships, but every object that is built to move on land or water will be represented. There are canoes, ancient vehicles of all sorts, and saddlery from Central Africa, Madeline Islands, Turkey, Egypt, Palestine, Burmah, Alaska, the Aleutian Islands and South Sea Islands. From Bogota, the capital of Colombia, come remarkable specimens of Sedan chairs that are still used in that country. From China come most interesting models of all classes of junks. Mandarin chairs for the different grades of Chinese society are shown. Malay boats come from Singapore. Ceylon sends a remarkable collection of ancient vehicles. Japan, which now claims to be a modern country, refuses to be represented in the display of ancient customs, but the jinricksha, which is really an American invention, will be shown.

A queer cart from Sicily has a high, narrow box, between two enormous wheels. The spokes, hubs, stays and dashboard are all carved in fantastic designs, and the entire vehicle is painted in rich and gaudy colors. Among the canoes and dugouts are some remarkable hide-covered ones. From South America come strings of shells, which the natives use in swimming long distances. Pack

animals, including a stuffed llama and a stuffed mule from the Argentine Republic, are among the exhibits. The mule will be attached to a milk crate, with a dummy Indian girl sitting cross-legged on his back.

These are only a few of the barbarous and semi-barbarous methods of transportation that will be shown as a foil to the great modern exhibit. So complete will be the display of modern transportation methods that even the vast building and annex will not contain it all. The great central court, near the main entrance to the grounds, will contain an outdoor transportation exhibit. Experimental launches on the lagoons will also be a portion of this exhibit. A portion of the Krupp gun works exhibit, which has a special building on the lake shore, will be under the control of the transportation department, and also the following special exhibits: White Star Steamship Company, which has a special building north of the horticultural building; the Intramural elevated railway and the Barry sliding railway. The signalling system, which all the railways entering the grounds will use, is also entered as an exhibit.

Entering the transportation building proper by the great golden archway the visitor will see a succession of striking vistas and the general plan of the exhibit will soon be realized. The annex opens into the main building in such a way that long aisles or avenues are formed. As most of the foreign exhibitors insisted on keeping their exhibits together, the American section is scattered over the centre building, with an overflow out of doors. There is harmony in the general details, and the exhibits will be so arranged that in many instances a direct comparison can be made between American and European methods.

Directly to the right of the main entrance comes the British section. This extends through the main building into the annex. In front is to be a carriage and saddlery exhibit. Then comes the finest marine exhibit that Great Britain has ever made outside its own territory. Nearly all the great shipbuilding firms are represented by models. One model, that of the war ship Victoria, is thirty feet long and cost \$20,000. It is said to be the finest marine model ever made.

There will be exhibits of naval armament and coast defense. In this section will be a model, twenty feet long, of the great Firth and Forth bridge in Scotland.

The railway section of the British exhibit will include a complete train and locomotive, shown by the London & Northwestern Railway Company, the first exhibit of its kind in this country. This company will also show models of railway stations and a model of the original Stephenson locomotive, the "Rocket." There will also be shown the Trevitchick locomotive, the first that ever drew cars in 1803. The London & Northwestern exhibit will include a section of ideal railway track; also an exhibit of a section of the actual strap railway on which the Trevitchick locomotive ran in 1804. The latter exhibit will include two of the original cars, the whole shipment coming direct from Wales, and weighing five tons.

The Great Western Railway Company, of England, will exhibit in this section the original seven-foot-gauge locomotive, "Lord of the Isles," which was built in 1851 for exhibition at the first World's Fair.

In the central portion of the annex, adjoining the British section, is the space allotted to the Baltimore & Ohio Railway Company. This contains nearly 40,000 square feet. The Baltimore & Ohio Company is preparing an exhibit to be called the "Railways of the World." The exhibit will cost \$50,000, and will show the development of locomotives and cars from the rudest and earliest to the present. It will show the steam carriage used in the last century, including the Oliver Evans boat on wheels, which ran on either land or water. There will be forty or fifty full-sized perfect imitations of early locomotives, including the one used by Peter Cooper. There will also be a collection of different kinds of rails, from the early rails without flanges to the present permanent way.

Between the Baltimore & Ohio exhibit and the British section is the exhibit of American car-heating devices. Next comes the Australian exhibit, in a corner of the British section. This includes an elaborate display of railroad material and vehicles. Next comes the Canadian exhibit. Here will be shown a complete transcontinental train, built and equipped by the Canadian Pacific Railroad Company. The cars will be of solid mahogany, lighted by electricity, and the entire train will be the finest that can be built. This train will be right across the aisle from the London & Northwestern train, affording a complete contrast between American and English traveling methods. The remainder of the Canadian exhibit will include vehicles, boats, small craft and dog trains of the far northwest.

Next comes the Spanish exhibit, which will be principally marine models. Historical Spanish marine armament will be shown. The Mexican exhibit will be mostly saddlery. There will be a large relief model map of Mexico, showing modern systems of trans-

portation. In the central part of the north court will be, as a decorative feature, two masts, ninety feet high, reaching to the main roof.

In the main court of the building, running through to the annex, is a part of the American railroad section. The exhibit of the Westinghouse Air Brake Company will be in this section. One unique feature of this exhibit will be the operation of air brakes on a train of 100 cars, the longest ever shown by a single system of brakes.

In the railway section of the annex will be shown track materials of all kinds, with working models of "L" systems, overhead carrying systems and different methods of conveying materials.

In the north end of the building is the American vehicle exhibit. This occupies 90,000 square feet of space, and runs from the front of the main building to the rear of the annex. All the leading American manufacturers will be represented.

To the left of the main entrance is the 65,000 square feet allotted to France. This includes some of the choicest portions of the main building, the annex and a part of the galleries.

In the central court is a part of the Pullman exhibit. This will include a large model of the town of Pullman. Then comes the model railway ticket office, which is to be fitted up by Rand, McNally & Co, and operated by the combined railway companies. In the center aisle of the annex is the main exhibit of the Pullman Company. This will consist of an exact counterpart of the New York & Chicago limited express, made up of brand-new Pullman cars, built and equipped regardless of expense. President Pullman is authority for the statement that this will be the finest train ever constructed. On an adjoining track the Pullman Company will show ordinary day coaches, mail and express cars and an elaborate street car exhibit.

The Russian, Austrian and Belgian exhibits come next, toward the southern end of the building. A central feature in the south court will be the largest steam hammer in the world, ninety feet high, and weighing 120 tons. This is used in the manufacture of armor plate for vessels. Grouped around the big hammer will be the exhibit of the Bethlehem Iron Works, of Pennsylvania. This will include specimens of shafting in the great transatlantic liners and varieties of railroad materials.

Then comes the American marine exhibit. There will be shown a section, sixty feet long, from the center of a modern transatlantic liner, following the designs of the new American steamships now being constructed. This will be four stories high, reaching to the top line of the gallery, and will show a complete interior of an Atlantic steamer. Other marine exhibits will be models of American built steam craft, including small boats of every description.

The German exhibit covers the entire southern portion of the main building and a part of the annex. The German commissioners will supply all the decorative features of this exhibit. The designs are elaborate and beautiful. A special feature of the German exhibit will be a display of the Siemens & Halske system of interlocking switching apparatus. The railway department of the German government will send two locomotives and all kinds of railway cars, including ambulance cars used by the Red Cross society in war times. There will be a great track museum from Osnabruck.

In the southern part of the annex will be more of the American railway exhibit, including displays by the Philadelphia & Reading, Old Colony and Chicago & Northwestern. The latter will show the old Pioneer, the first locomotive ever brought to Chicago. This unique exhibit is still in apparently as perfect preservation as when it went puffing over the Chicago & Galena railway. In the general American locomotive exhibit will be shown over fifty specimens. Two monsters will be mounted on pedestals in the outdoor exhibit. One from the Baldwin works will weigh 195,000 pounds, and the other from the Brooks works about 180,000 pounds.

Passing out of the building at the south end of the annex the visitor will see the Hotchkiss ordnance exhibit and the great transfer table, seventy feet long, now used in installing exhibits and which will remain as an exhibit itself. Out of doors the Vanderbilts will make an elaborate exhibit, including complete trains and model railway stations. Purther to the south, opposite the Sixty-fourth street entrance, will be a great exhibit by the Pennsylvania company.

In rear of the annex will be a roadway for vehicles, and the galleries of the main building will contain a monster bicycle exhibit.

A person imitated a locomotive whistle so naturally on the depot platform at Warrensburg, Mo., several days ago, that a student kissed his girl goodby.—Kansas City Gazette.

while the commodious and well-appointed staterooms, with their luxurious beds, will be especially appreciated.

Commercial travelers, theatrical and opera companies in particular will be enabled to perform a journey usually so tedious and tiresome, with as much ease and comfort as if they had passed the night at a first-class hotel. Close connections will be made with trains and boat lines at each end of the route. Late dinner and early breakfast will be served on the steamers, which will be appreciated by through passengers.

# Our Headquarters in Chicago.

EDITOR THE STATION AGENT:

I am "with you" on your locating bureau and headquarters scheme. It's a good thing and just fills the bill, and I think the boys will all agree with me. But I want a little information. 1st. How far is it to the grounds? 2nd. What are the facilities for getting to the grounds? 3rd. What advantages has your location, if any, over one closer to the grounds, or down town? Expo.

[Our Chicago office is between the same east and west streets as the exposition grounds, and about two miles west. Electric lines, probably two of them, are to be run through to the grounds without change of cars via 61st and 69th streets. It is also expected that the South-side elevated will run from Wentworth avenue to the grounds direct via 63rd street, as the crowds from the city will be avoided on these lines. The facilities will be the best of any section of the city, and the distance two-thirds less than any other section except Hyde Park.

The same accommodations that we can secure in this section, (good rooms in fine residences) would cost double the price per day in the Hyde Park or "walking distance." In the immense rooming fire-traps, built especially for "herding" the greatest number of people into the smallest amount of space, probably as low prices could be obtained for our patrons as in Englewood, but we do not intend to engage such accommodations unless better cannot be found, and we think we can find them in Englewood.

The "within walking distance" accommodations are bound to be noisy, small and inferior, unless a price of \$2.50 to \$5.00 a day per person for a room is paid. Such prices will procure good rooms, which are limited in number. This section is quiet, healthy, clean and respectable. We made a thorough canvass of the city defore deciding, and believe our selection will be fully endorsed by our patrons. Directions will be sent for reaching our office. ED].

# Our Boston Letter.

[From Our Regular Correspondent.]

OSTON railroad men are just at present in a most uncertain state; this does not refer to the political complexion of the Old Bay State, but to the peculiar conditions existing regarding our New England railroads. It is a dull day when some deal is not consummated, or at least if not completed, "authentic rumors" are sprung upon astonished ears. The Boston & Maine and the New York, New Haven & Hartford have been doing rival swallowing acts, and at this writing honors are about even. Much that was not complimentary has been published regarding Archibald A. McLeod, but that intelligent gentleman has kept his counsels to himself, and in view of the very full hand of trumps which he holds to-day in the New York & New England matter one cannot help thinking of the oft-quoted maxim of "he laughs best who laughs last."

Of course these various consolidations mean that some of our city agents are to be squeezed out, offices will be abolished where competition ends, and others will be combined owing to the amalgamated interests. On the whole, the railroad business is "mighty onsartin."

The World's Fair is the one prominent topic for discussion now among our Boston ticket agents, and the magnitude of the business of the coming summer is a matter of earnest conjecture.

At the agencies of those roads whose lines extend into Chicago there is already a large amount of advertising matter displayed, all suggestive of the great exposition. Even roads which are not usually classified as direct routes to the big city of the west are, at least for this particular season, making a specialty of running solid trains direct to the fair. All the New England trunk lines are, of course, legitimate routes to Chicago, and already each road is preparing for the expected rush.

Excursion companies are in clover, and have already made heavy bookings for their daily World's Fair trains, which are to be inaugurated May 1st. Meanwhile, people whose means are limited are hoping that later in the season causes may arise which shall force the rates down to a figure within their reach. Of course the amount of business can only be conjectured, but with all circumstances favorable the roads are liable to be taxed to their utmost capacity in transporting tourists.

Our city ticket agents are answering innumerable queries, ranging from the request of a "down easter" who wishes to know if board in Chicago will be over \$5 per week, to the granger in northern Vermont who writes something like the following:

MR. JOHN SMITH,

Agent World's Fair Line, Boston:

Dear Sir:—Please answer the following questions about the big fair, which I see by my weekly paper they are going to hold out in Chicago next summer: If I go out on your line would there be any objection in my sleeping in the Chicago depot nights during my stay there. I attended the Centennial Exposition in Philadelphia in 1876 and had three admission tickets left over; would they be honored at the Chicago Fair? I notice the fair is to be held at Jackson Park, and I have heard tell as how my great uncle, Abimelech Jackson, settled in Chicago fifty years ago, and no doubt the park is named after him; will you please write the superintendent of the fair and see if I can get a discount on account of family connections.

Any other information you can give will be gratefully received by

Your obedient servant,

JOHN JONES JACKSON.

Great is Vermont and her maple sugar, but greater still is Chicago and her World's Fair.

Mayor Mathews has just sent a long communication to the Rapid Transit Commission, detailing a proposed plan whereby this vexed question can be settled in Boston. The plan is for an elaborate elevated system of a dozen miles in length, and involving the expenditure of about twelve million dollars. By it certain streets are to be widened, and in no instance is the present width of our streets to be contracted. Public opinion seems to be somewhat divided in the matter, some favoring the elevated structures, while others advocate underground roads, but all agree to the fact that something has got to be done very soon to settle the question of rapid transit in Boston.

Joseph W. Reinhart, who has just been elected to the presidency of the Atchison, Topeka & Santa Fe railroad, is a popular man in Boston, where he has resided the past five years or more; although but about forty years of age, Mr. Reinhart has had a wide and valuable railroad experience. He commenced railroading 24 years ago as a clerk in the Pittsburg, Pa., office of the Allegheny Valley R. R., and rapidly passed through the various grades of chief clerk, division superintendent, and master of transportation. He has also performed valuable service on the N. Y., W. Shore & Buffalo R. R. and the Lake Shore & Michi-

gan Southern railroad. He was elected to the vice-presidency of the Atchison system in 1889, and that his services have proved valuable is demonstrated by his elevation to the head of that great system.

#### SPOKES.

The annual dinner of the Boston Railroad Clerks' Association is to take place April 15th. Grand President Treibler is expected to be present.

William G. Clapp, clerk in the freight department of the Boston & Albany R. R., was tendered a birthday party and reception recently, and he was the recipient of several valuable gifts.

Geo. F. Randolph has been appointed traffic manager of the New York & New England railroad.

In my next letter I hope to present to you several of our best known city ticket and freight agents in the railroad service.

ROUND.

#### Must Have the Cash.

EDITOR THE STATION AGENT:

We have no high-priced or antique mirrors to hang up here like the agent out west, but console ourselves with the following polite but pointed notices which have worked to perfection since coming into effect:

## TO THE PUBLIC.

An agreement has been entered into by the undersigned agents of the Kanawha & Michigan and Ohio River railroads at Point Pleasant, that on and after January 1st, 1893, no shipment, or part of a shipment, will be delivered to a consiguee until the freight has been paid on the whole; neither will a shipment to be forwarded, requiring pre-payment, go forward except on receipt of the cash. We are forced into the above action by the dilatory manner indulged in by some in taking up expense bill, thereby requiring us to carry a larger uncollected list than is acceptable to the management of our respective lines; and in some cases have resulted in a financial loss to ourselves personally. H. B. Asbury, agent K. & M. Ry., C. M. Whittier, agent O. R. R.R.

Yours, Certificate 609.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

# Our New England Letter.

[From Our Regular Correspondent.]

IT was a tough winter, but at this writing there are signs of spring, and this does not refer to the threatened invasion of the crinoline fad either. No, the mercury in the little tube has actually touched 50° Fahrenheit, after having stuck sullenly below freezing for two months. The snow banks are slowly disappearing, rivers are on the rise, the birds are tuning up, and in spite of the fact that the weather bureau audaciously predicts "snow," I venture to reaffirm that there are visible "signs of spring."

The railroad committees of the various legislative bodies of New England are grappling with the usual large influx of sundry bills, drawn in the main to benefit the general public, but which actually serve the purpose of showing how ignorant the dear public is of practical railroad workings. A town dignitary from some little township among the New England hills conceives the brilliant idea that railroads should provide the traveling public with rubber life preservers, to be inflated and used in case of accident, and his numerous satellites catch eagerly at the idea, and at the suggestion of the T. D. send him to the state legislature to present his bill, of course paying all his traveling and hotel expenses; he, dear man, giving his valuable time for the interest of his native town; he presents his bill and it is filed, and of course he is obliged to remain in town to watch its progress. After several weeks' watching, during which time he manages to enjoy his sojourn in town, he is informed that the committee report "inexpedient to legislate," and he then returns to his townspeople with sundry remarks about that "fool legislature." I presume that certainly fifty per cent. of the bills presented to the committee on railroads in our legislatures are entirely impracticable, and some of them ab-

"Ladies' night" of the New England Railroad Agents' Association is sure to be an event
of more than passing note. This interesting
occasion took place this year at the United
States Hotel on the evening of February 15th,
and the usual success attended the gathering.
About fifty agents, with their wives or sweethearts, were present, and the programme as
prepared by the committee, announced in our
last issue, was happily carried out. The banquet hall of the hotel was handsomely decorated for the occasion. After the tables had
been cleared, a musical and literary entertain-

ment was greatly enjoyed by all present. Among the guests of the evening were Supt. H. B. Chesley, of the Boston & Albany R. R.; Supt. C. A. McAlpine, of the Old Colony R. R.; John A. Ackley, New England agent the Pennsylvania R. R., and W. P. Este of the Boston Herald.

The 11th annual meeting of the New England Railroad Club was held at the United States Hotel, Boston, March 8th. At the business session it was voted to hold regular meetings monthly, instead of bi-monthly, here-The annual report of secretary and treasurer showed a membership of about 200, with a balance in the treasury of \$151.16. Officers were elected as follows: President, John T. Chamberlain; vice-president, L. L. Butler; secretary and treasurer, Francis F. Curtis; executive committee, the president, L. D. Adams, James N. Lander, J. W. Marden, F. M. Twombly, L. M. Butler, George Richards, John Medway and Orlando Stewart; finance committee, the president, George B. Swett, John Kent, A. G. Barber, Henry L. Leach, Daniel S. Page, Isaac N. Keith, Charles Richardson, George H. Wightman. After the business session a discussion was held on the following topic, "Air brakes, with special reference to their application to the front wheels of a locomotive." Among those who took part in the discussion were J. N. Lander, master mechanic, Old Colony R. R.; J. W. Marden, supt. car dept., Fitchburg R. R.; Henry L. Leach, of the Fitchburg R. R.; Mr. Rogers, of Troy, N. Y.; Mr. Packard, of the New York Central R. R., and others. The discussion at the April meeting will be on "The Continuous Heating of Passenger Trains."

#### ROUNDABOUT OBSERVATIONS.

A well-known freight man— "Bill o' lading."

An authority on punch—the passenger conductor.

Getting on the train—the awkward man at the ball.

Switch locks-inquire at the hair store.

Arranging the bangs—placing torpedoes on the track.

"Tender memories," by a retired fireman. Piping times—in the smoking car.

Troubled with the grip—the baggage master of the crowded baggage car.

A popular fellow-"Bill o' fare."

How to make a head-light—drink two bottles of champagne, and there you are!

#### RECORD OF A MONTH.

A. A. McLeod assumes control of the New York & New England R. R., as the wise ones predicted.

The Consolidated and the Boston & Maine have "come to an understandin'."

Even the electric and the horse railroad systems are consolidating.

Joseph W. Reinhart has been elected president of the Atchison, Topeka & Santa Fe railroad, with headquarters in Boston. W. A. Burroughs of Boston is elected assistant general auditor.

W. C. Hall has been appointed ticket agent of the Fitchburg, Boston & Maine and Connecticut River railroads at Keene, N. H.

A. C. Lonin, travelling freight agent of the Pitchburg R. R., is spending a month at Bermuda for his health.

Dennis Colgan, for 38 years a drawtender at the railroad bridge in Bridgeport, Conn., died March 13th. During his long service he had saved many lives, and in June, 1867, when an express train entered the bridge while the draw was off, Colgan, by quick action, closed the draw, being obliged to drop into the water to save his life; in recognition of this act the railroad presented him with five shares of stock. He accumulated a fortune of about \$100,000.

E. W. Jenkins, formerly agent of the Boston & Maine R. R. at Wolfboro, N. H., has been appointed freight agent of the same road at Woburn, Mass.

W. E. Rogers has been appointed agent of the Fitchburg R. R. at White Creek, N. Y.

The Boston & Maine R. R. are planning the erection of new depots at Manchester and West Manchester. The Gloucester branch of the same road is being double-tracked.

Here is something novel in the way of invention, as described by the Boston Herald:

"A novel, but very sensible, application of electric lighting to railway cars has been brought out in Boston, and has had a practical test. It is the location of a lamp and reflector just under the sill of a passenger car, close by the steps. As the train approaches a station at night the brakeman turns on the current, and passengers have a clear view of the steps and station platform. The reflectors are placed in a lantern 7x7x7 inches, and are made up of a number of reflecting facets or mirrors so arranged that the light will not be thrown in the eyes of passengers or others approaching the train, but will properly diffuse the

light downward and outward where it is needed. The lamp is a 16 C. P. incandescent bulb. The glass of the lantern case is semi-cylindrical in the front, so that there will be no shadows thrown by uprights or supports of the lantern body itself. The cost of equipment is about \$90 per car, and the cost per night, on a train making 45 stops, was only 20 cents."

E. D. Clark has been appointed agent of the B. & M. R. R. at Danversport, Mass., vice J. F. Verry, resigned.

Mr. Patridge, of Biddeford, Me., is the agent of the B. & M. R. R. at Groveland, Mass., in place of H. K. Hoyt, resigned.

Among the deaths of the past month was that of Alfred F. Patten, freight master of the Concord & Montreal R. R. at Manchester, N. H. He was 66 years of age, and had been employed by the railroad for 44 years.

The small station building of the Central Massachusetts R. R. at South Clinton, Mass... was destroyed by fire, March 8th.

Freight Agent F. L. Hutchins, of the Boston & Maine R. R. at Worcester, Mass., resigned March 1st, and is succeeded by his chief clerk, William G. Cummings. Mr. Hutchins has held the position for about 8-years.

John J. Purcell, chief baggage master of the Kneeland Street, Boston, station of the Old Colony R. R., died March 7th at his late residence in Boston. He has worked for the Old Colony railroad since he was a boy.

Geo. C. Lord, formerly president of the Boston & Maine R. R., died at Newton, February 23rd. Mr. Lord had an extended connection with railroad interests, having served as a director of the Boston & Maine R. R. and the Maine Central R. R., and having large interests in the Atchison, Topeka & Santa Fe R. R. His death occurred on his 70th birthday.

The new terminals of the Boston & Maine R. R. in Boston are in rapid process of construction. The Fitchburg railroad is to rent a portion of the new depot, and thereby several dangerous grade crossings are to be done away with.

The Brookline branch of the Fitchburg R. R. is to be extended to Milford, N. H., during the coming season.

World's Fair business is beginning to boom.

G. A. R.

#### OUR LEGAL DEPARTMENT.

# IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

CARRIER—LOSS BY FIRE OF CARLOAD OF LUMBER—LIABILITY.—A railway company's liability for a carload of lumber burned on one of its side tracks is that of a warehouseman or bailee and not of a common carrier where the intending shipper, after loading the lumber on the car which was pointed out to him by a freight agent, did not notify the company of its readiness for transportation or of the consignee.—[Sup. Ct. N. C. Basnight vs. Atlantic & N. C. R. Co. 16 S. E. Rep. 323.

RATES—DISCRIMINATION—SHIPPER AGREE-ING TO FURNISH RAILROAD WITH TIES AT LESS THAN MARKET PRICE.—The court at the request of the appellees instructed the jury in substance that a carrier cannot rightfully establish rates in order to keep on its line material for which it has use or to keep the price low for its own advantage; that the producers are entitled to sell it when they wish and in the most available market. Common carriers are forbidden to attempt this by applying disproportionate or unreasonable rates.

It is contended by the appellant that there was no evidence in the cause to which this instruction could apply, but we think otherwise. The fact that the appellant made a contract with Dickerson for cross ties, to be used by it, at less than the selling price, and then discriminated against all other dealers in such a manner as to drive them from its road, authorized the inference that one object in view was to keep the ties it desired to use upon its line and to keep down the price. We think the instruction stated the law correctly and that it was applicable to the evidence in the cause.—[Sup. Ct. Ind. Louisville, Evansville, etc., R. Co. v. Wilson, 18 L. R. A. 105.

UNLAWFUL OBSTRUCTION OF CROSSING BY FREIGHT TRAIN—TEAM FRIGHTENED BY PASSING TRAIN.—The obstruction of a railroad crossing by a freight train for a time longer than the statute allows may be a concurrent cause with smoke, steam and noise of another train in frightening a team which is waiting to cross and render the railroad company liable for the damages thus occasioned where the team would not have been frightened by the other train if it had not been concealed from view by the freight train which obstructed the crossing.

Whether a freight train obstructing a highway crossing did or did not give to the noise, steam and smoke of another passing train a character which they would not possess in the absence of the obstruction so as to make a concurrent cause of the frightening of a team is a question for the jury where there is evidence that the team was accustomed to trains.

The question whether or not the result could have have been anticipated is not the test of liability for an act which is negligence per se, but the person guilty of it is equally liable for its consequences whether he could have foreseen them or not.—[Sup. Ct. Mich. Sellick vs. Lake Shore & Michigan Southern R. Co., 18 L. R. A. 154.

REFUSAL OF CARRIER TO DELIVER GOODS TO MORTGAGEE.-Where goods have been delivered to a carrier for transportation, a demand thereof under a mortgage given by the consignor will not render the carrier liable on its refusal to deliver to the mortgagee, where the demand is not under any legal process. The court said in part: It is conceded that under the stringent rule of the common law a common carrier is liable as an insurer for goods committed to his charge for transportation, and nothing but the act of God or the public enemies will excuse him for failure to deliver the goods at their destination to the person to whom he has contracted to deliver them-the consignee. Under this rule it is very obvious that the carrier would be liable to his bailor even if the goods were taken from his possession by process of law, and much more so if he voluntarily delivered them to the true owner, for this would not be either the act of God or of the public enemy. But it is claimed, and we think justly, that this stringent rule has been modified so as to excuse the carrier from liability where the goods have been taken from his possession by process of law, provided the carrier gives prompt notice of such seizure to his bailor. \*

It seems to us that the whole case turns upon the question whether a carrier, resting under very stringent obligations to his bailor, is bound to assume the burden of proving that a third person who makes a demand upon him for goods intrusted to him for transportation, not enforced by legal process, and of showing not only that such third person is the rightful owner but is also entitled to the immediate possession of the goods. It seems to us that common justice would require that such burden should be assumed by the claimant, who is most likely to have the means of meeting it, and not upon the carrier, who cannot be supposed to know anything about the real own-

ership of the goods, and has a right to assume that the person from whom he received possession of the goods was such rightful owner; possession of personal property being evidence of title. The most that could be properly required of the carrier would be to hold the goods, notifying his bailor of the demand which had been made upon him, and let the claimant contest with the bailor the question of ownership. Under these views we do not think that the judgment below can be sustained. The goods were not seized or demanded under any legal process. The fact that the person selected as the agent of plaintiffs to enforce their mortgage claimed to be a constable cannot affect the question, for even where a mortgage of personal property is placed in the hands of the sheriff with instructions from the mortgagee to seize and sell the mortgaged property the sheriff does not act officially, but merely as the private agent of the mortgagee.—[Sup. Ct. S. Car. Kohn vs. Richmond & D. R. Co., 16 S. E. Rep. 376.

INJURY TO SHIPPER RIDING IN CAR WITH STOCK—CONTRACT OF SHIPMENT.—In an action against a railroad company for injuries received by a passenger who was riding in the same car with two stallions which were under his charge, where the contract of shipment forbade plaintiff from riding on the same car with the horses, it is proper to allow him to show that it was necessary for someone to be in the car with the horses, and that it was the custom of the railroad company to allow shippers of such stock to ride in the car with them.—[Sup. Ct. Ill. C. B. & Q. R. Co. vs. Dickson, 32 N. E. Rep. 380.

CONDITION LIMITING LIABILITY FOR GOODS.—A common carrier may stipulate, in a contract of shipment to a point beyond its line, that it shall be released from liability after the chattels shipped have left its line, and such stipulation will result to the benefit of a connecting carrier over whose line the chattels pass, exempting such carrier from liability for loss, except that which occurs on its own road.—[International & G. N. R. Co. vs. Mahula, Civil Court of Appeals of Texas, 20 S. W. Rep. 1002.

BAGGAGE — PERSONAL EFFECTS AND MERCHANDISE—LIABILITY FOR LOSS.—Cullom was a commercial traveler in the employ of the plaintiff and was returning to New York after a trip to the Pacific Coast, California and Oregon. The ticket purchased by him entitled him to have 150 pounds of personal baggage carried with him upon any train without extra compensation; while for his baggage

in excess of that weight an excess baggage charge is made at a rate per 100 pounds according to the distance. When Cullom reached Chicago he had four trunks, which he had brought from the Pacific Coast. Threewere the property of the plaintiffs, and the fourth belonged to the American Hosiery Company and the New Britain Company, and he was bringing them for these parties to deliver to them when he got to New York. In the three trunks belonging to the plaintiff Cullom had some of his personal effects. Soon after purchasing his tickets Cullom took these trunks to the depot and had them checked from Chicago to New York as his baggage.

Cullom further testified that he took the trunks to carry with him as baggage on the train and received a cardboard receipt or check, dated on that day, showing the payment of \$16 for the transportation of the baggage in question from Chicago. On April 28 an accident occurred to the train in which Cullum had taken passage by which the baggage car was destroyed while on the Grand Trunk railway. This action was brought to recover the value of the baggage and merchandise contained in the four trunks, the causes of action having been assigned to plaintiff. Upon the trial the court directed a verdict in favor of the plaintiff for the samples belonging to the plaintiff and for the personal baggage of Mr. Cullom. There is no claim whatever that any statement was made that any part of this. merchandise was owned by anybody else but by the passenger Cullom; and there is nothing from which it can be inferred that he undertook to carry this merchandise as freight. On the contrary it is taken as baggage, it is checked as baggage, it is paid for as baggage and it was represented to the company by Cullom that it was his baggage. Therefore there was no contractual relation entered into by the predecessor of the defendant with Cullom, as the agent of the plaintiff, in respect to the merchandise belonging to him, giving the most liberal construction to the testimony possible.

We think therefore that the court erred in directing a verdict, and that the complaint should have been dismissed in respect to the merchandise belonging to others than the passenger, and the question of notice as to any other merchandise which may have belonged to the passenger submitted to the jury.—[Sup. Ct. N. Y. Talcot vs. Wabash R. Co. N. Y. L. Jour. 939.

MISTAKE IN TICKET—NEGLIGENCE OF PAS-SENGER—EXPULSION FROM TRAIN.—The face of the ticket is conclusive evidence to the cou-

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# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Kailway Service in General.

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# THE UMBRELLA FIEND.

WAS born, brought up, and educated upon expectations, for my great aunt repeatedly said in the hearing of my parents, both before and after my birth, that she would do something handsome for their child provided they gave it the name of Melissa, which was her own. Unluckily it proved to be a boy, but the name was given me nevertheless, and as Charles Melissa Walton I grew to manhood, tormented by my school-mates, who called me Lizzie, and by my aunt who invariably addressed me as Melissa. I do not know that I ever offended her, but she certainly did nothing handsome for me at her death, for it was not a "patrician" affair by any means, the blue umbreila, which she left me, "in loving token to the best of nephews." Still at the time I did not despair; I knew my aunt was eccentric, and I was quite prepared for finding concealed, by unscrewing the top of the handle, a different will or deed of all she possessed, since no other considerable legacies had been given to any one else.

But my hopes were futile. After the closest examination I was forced to see my mistake and to concur with my parents in thinking that my aunt had not been wealthy after all, and that somehow I must have failed to win her unqualified approbation.

I laid away the umbrella, and with it my expectations. Shorn of these I did very well. They had lain like an incubus upon my will, and as I presently discovered, had influenced my parents also in their way of living; facts and expectations having fallen out, the result to them was disheartening. My parents took a small house in an obscure street and I secured a subordinate position in the Treasury Department at Washington. But I experienced many mortifying results from my aunt's legacy, and I was often led to moralize on the attachment which old and worthless articles seem to possess for their owner and the tenacity with which they adhere to them. I bought at various times new and stylish umbrellas, but they one and all disappeared through loans and appropriations, but the blue one invariably came back to me, though

I lent it with assiduity and hopefulness. My friends returned it with stale jokes—it was never taken by mistake. To add to its low-conditioned appearance, my landlady, with mistaken kindness, had patched and darned it to an unusual degree, for, as she explained, "It was beginning to brack away." I thanked her, but with various conflicting emotions. It is strange how nearly the simple duties at times approximate to the higher virtues. At that moment I was a hero, although the surface observer would have seen only a young man thanking his landlady for darning his umbrella.

I was in love, and liked—as what young man does not?—to make a good appearance in the eyes of my lady, but I did not succeed at all times, as you will see, though the occasion I narrate was not the only one when the blue umbrella appeared hateful to me.

One day, my darned umbrella in my hand, I encountered Lillian with a friend just as a shower seemed imminent.

"Take us under your umbrella, please," said Lillian.

I raised it with sinking heart.

"My great-aunt's legacy," I said as lightly as possible.

"Say rather your great-grandmother's," exclaimed Lillian with unthinking malice.

Upon leaving them I went directly to a public reading-room and deposited my umbrella in the rack with a good many others; and although I had little hope of an exchange, I felt sure that some unlucky wight might take it, provided he had none of his own. Having deliberately planted this temptation in the way of a fellow mortal, I retired from the scene, and with light heart stepped into a store and bought a first-rate article, brown silk with ebony handle.

My conscience pricked me severely through the day for this ungrateful act toward my aunt's memory, for she had been invariably kind to me, and I could not doubt had loved me well, and for months I had been trying to rid myself of the last token of her affection. How much better to brave ridicule than betray the affections of the dead! In this degraded state of mind, far removed from the satisfaction of the morning, I wended my way home at nightfall.

The event which I now recall transpired in the year 1879, in the month of October, the second (for it was my aunt's birthday), and as nearly as I can judge at about quarter before eight in the evening.

A drizzling rain had set in and fell with monotonous measure upon the sidewalks, the wind sighed dolefully around the corners, and I was just thinking how disagreeable the weather was, when, as I was crossing Pennsylvania avenue, my attention was arrested by the wail of a little child. I listened to ascertain the direction indicated by the sound and hastened toward it, but it seemed to possess an ignis fatuus character for, although I could not doubt I was in the right direction, the cry did not seem any louder but as if just as far distant all the time. I walked faster, I almost ran; people stopped surprised, as I hastened past, but still the cry came no nearer.

At last I reached an open space and saw just before me a childish figure stumbling wearily along under a huge umbrella. Upon near approach I saw it was a blue one, with a patch on it; in short it was mine. A mournful, childish wail broke from under it. I forgot all else in my compassion. Raising the umbrella I looked under it and saw, not the features of a child, but those of a wizened, dwarf-like creature with bright glancing eyes and parchment colored skin drawn tightly over his fleshless, bloodless visage.

My blood seemed to curdle in my veins, my knees trembled beneath me, for there was something in the glance he gave me that was demoniac and unearthly to the last degree. I did not fail to note his garb, which was of unusual texture and pattern, being apparently woven whole and drawn over the upper portion of his figure, while his nether limbs, if limbs they could be called, were incased in the same nondescript fashion, being completed by a pair of curiously shaped shoes, picked at the end and with large buckles covering half their surface.

But as I looked the form grew more indistinct, and in a moment I saw the stars glimmering through the shadowy shape. The umbrella only remained to attest to the reality of the scene, and dazed, horror struck, I turned homeward with it still clutched in my hand. I had it now, my aunt's legacy, restored in this supernatural manner. But I felt no satisfaction; instead anger and fear compassed me. Succumbing to the first I threw it from me

over the parapet of the long bridge and heard it fall, fall, till it struck the water. Then I hurried away, too stupefied to seek a solution of the mystery either in my own thoughts or other people's.

I mentioned the affair to no one, not even to Lillian, and for a time matters presented no striking points, until about three weeks afterward when we chanced to go into a picture gallery. As it looked showery I had taken my umbrella with me, and I laid it carelessly down in a corner where a few others were stranded, promising myself to keep an eye upon it meanwhile.

After looking about for a half hour we took our way out of the building, and I mechanically put out my hand for my umbrella as we passed.

"Why, Charlie," exclaimed Lillian as I raised it, "you have left your nice umbrella and taken an old one."

I had in my hand the old blue umbrella again, although I am sure that it was the brown one that I grasped in passing. As I hurried back I heard the cry of a child, the familiar wailing sound I had listened to on one occasion before, but this time I did not heed it. My new umbrella had gone the way of all umbrellas, and we were forced to walk home under the darned blue one, on my part with other feelings than those merely of satisfaction, for the unearthly malicious gaze of the Fiend seemed constantly before me.

After leaving Lillian at her home, I went straight to the apartment of my landlady.

"Mrs. Giles, have you any use for this umbrella?" I asked.

"How kind of you to inquire!" she said.

"Did Bridget tell you? No, it is my nephew here. He is going home and it is raining so hard! Won't you use it though yourself, Mr. Walton?"

"O, no," I replied, "he can have it as well as not; you need not mind about returning it," turning to him.

"O, I'll send it back; father comes in every day."

"Keep it, I beg of you. I shall never use it again."

"All right! it will suit Aunt Belinda capitally," said the boy roguishly.

I devoutly hoped that it would in my heart of hearts.

Months passed. With masculine reticence I hept the mystery to myself, but still I was constantly haunted by the fear that the umbrella would return.

Simple events lead up to the most important; people breakfast serenely before being engulfed by an earthquake, and I had been spending the evening with some friends, not convivially, but in the soberest fashion, and was returning home. It was a moonlight night in April, the 22d, as I find by consulting my disry, and a quarter past eleven, for I had just compared my watch with the clock in the church tower I was passing. Almost without warning the rain suddenly broke over me from a small dark cloud not hitherto observed, while at the same time the wind arose and tore violently around the buildings, which were somewhat detached in this portion.

Such a sudden change from a moonlight evening I never witnessed, and in the dreary melee between wind and rain I hurried on at a rapid pace as did the few lingering pedestrians, while the carriages returning from the president's reception tore furiously by, adding tumult to the scene. There was something gruesome in this storm coming on unheralded, and it weighed down my spirits in an instant. The wail of a child coming at this moment fitted into the scene so perfectly that I felt no surprise, only compassion for the little creature thus exposed to the furious tempest.

The child was just before me vainly endeavoring to hold upright a large umbrella. No wonder it was terrified at being out alone on such a night!

"What is the matter, little one?" I inquired, alongside.

"O the umbrella is so heavy!" was the answer, in childish tones.

"No wonder; let me carry it for you and then you can tell me where you belong," I said, kindly.

I took the umbrella, but it almost fell from my grasp at the mocking laugh which rang out.

"Ha! ha! where I belong! ha! ha! ha! ha! ha!" and it died away in the distance, though for some seconds the echoes of that demonlaugh returned to me.

This time I had beheld no figure. I had only heard a voice, but the umbrella was in my grasp. I examined it closely, and my fears were realized. It was the fateful blue umbrella I had tossed over the bridge.

At that moment I was actually afraid, for I felt myself to be at the mercy of a fiend whose existence was guessed at, it is true, but little known about, and the extent of whose power might be unlimited to work me ruin.

I passed a sleepless night, and before morning arrived at the determination to speak of the matter to Mrs. Giles. She was a Scotch lady, shrewd and sensible, and professed to be.

lieve many things at which her boarders

"Mr. Walton, you look ill," said she, as I entered her sitting room.

"I am not feeling first-rate," I replied. "I have had much to trouble me lately."

"Can I assist you in any way?" she asked, though there was a tightening of the lines of the face which showed that the thrifty Scotch lady apprehended pecuniary troubles only. I hastened to reassure her by telling her my story.

"What is your opinion, or, I should say, advice?" I asked, in conclusion.

"Do not try to rid yourself of your umbrella again, but keep it. That is right, and what is right is wisest."

"I agree with you, and I will do as you advise, for events prove it to be the only course to pursue. But why does the demon make himself visible to me alone?"

"Does he? are you sure that you alone have seen the Umbrella Fiend? I have known two other persons who have seen him, cousins to each other, and one of them the brother of my husband. But their description, although the same as regards looks, varies in some important particulars. To them he has been chiefly a purloiner of umbrellas, not a returner."

"He is evidently bent upon mischief, and works it with the only instrument he has control of. I have no doubt he returns the old one to tantalize me," I said.

"Very likely. My late husband's brother has been much troubled by the Umbrella Fiend, and his cousin, Mr. Wagner, also. I believe he wrote an account of the Umbrella Fiend demon at one time, but am not sure whether it was he or his father. Anyway, to their family the fiend has always been visible, and they account for it by the possession of a talismanic umbrella which was the gift of the fiend himself to one of their ancestors."

"I should like to have Mr. Giles' version of this mystery."

"I am expecting him in this evening, and he will tell you all about it, if you wish. I am sure," she replied.

"Indeed, it will give me great satisfaction. It is a relief to find that you neither laugh at nor disbelieve my statement," I replied.

"Only fools deride what they cannot understand," said she, sententiously. "Earth and heaven hold enough of mystery to tax the human mind to the end of time. Some people have double or second sight. It may be the perceptive organs are abnormally developed in such cases. My grandmother could foretell

### OUR LEGAL DEPARTMENT.

IMPORTANT DECISIONS AFFECTING RAILROAD
INTERESTS.

INJURY TO PASSENGER AT STATION CAUSED BY OBSTRUCTED PLATFORM .- In an action to recover for injuries received on the platform of a station, the injured person stated that as the train approached, he passed along the platform to reach the rear end of the car he intended to board, and tripped against some milk cans which were lying on the platform, and fell. He stated further, that when he fell he was looking to see where he could get on the train, that it was perfectly light at the time, and that the cans were about thirty feet from where he had been sitting, but that he did not see them until he stumbled over them. It appeared that the station was only a flag station; that the railroad company kept no agent there; that there were daily shipments of milk from the station; that there was no other place than on the platform where the cans could conveniently be left, and that they were near the middle of the platform with room enough to pass on either side. The accident could not have been reasonably anticipated by the railroad company, and therefore the failure to remove the obstructions did not constitute negligence sufficient to justify a recovery against the company.—[Falls v. San Francisco & N. P. Ry. Co., Supreme Court of California, 31 Pac. Rep. 901.

WRONGFUL EJECTION OF PASSENGER FROM TRAIN.—A passenger was wrongfully ejected from a train at a station where he was a stranger, and where there was no regular station house, on the ground that his ticket was not good on that train. He walked back, a distance of four miles, to where he had gotten.on the train, and where he must have been to some extent known, and there took a train which he could have taken at the station where he was put off. He testified that he did not know that he could have taken the train at the latter While walking he was caught in a storm and sickness resulted. He was not, as a matter of law, negligent in walking back instead of waiting, and the question was properly left to the jury. Nor could it properly be said, as a matter of law, that the railroad company should have foreseen such a course of action on the part of the passenger. The consequences from being caught in the storm were not too remote to enter into the computation of damages.-[Malone v. Pittsburgh & L. E. R. Co., Supreme Court of Pennsylvania, 25 At. Rep. 638.

INTERSTATE COMMERCE—LOSS OF GOODS BY FIRE—CARRIER LIMITING LIABILITY—DO-MESTIC BILL OF LADING.—A statute forbidding common carriers within the state, on land or in boats or vessels on the waters entirely within the body of the state, to limit or restrict their liability as it exists at common law, applies to shipments purely domestic beginning and ending in the state.

A clause limiting the liability of a railway company to its own line which is wholly within the state will not convert into a domestic bill of lading an instrument which purports on its face to be a through bill of lading to a foreign port, providing for the transportation of the goods to their foreign destination and fixing the through rate of freight.

A written notification to the consignor by a carrier's freight claim agent of the destruction of property received for transportation is not admissible against the carrier to prove the loss of the property until it is shown to have been made in discharge of the agent's duties or within the scope of his powers and while the obligation of the carrier with reference to the property yet continued.—[Sup. Ct. Tex. Missouri Pac. R. Co. v. Sherwood Thompson & Co., 4 I. C. Rep. 240.

LOCAL RATES NOT BASED ON JOINT THROUGH TARIFFS—LONG AND SHORT HAUL.—ACTION BY SHIPPER.—A through tariff on a joint line is not the standard by which the separate tariff of either company is to be measured or condemned.

A joint tariff does not bind road to road in the sense that the two are used or operated by either corporation. There is neither unity of ownership nor unity of operation, but only a singleness of charge, and a continuity of transportation over connecting roads. Neither is there any mandate to connecting companies to surrender any control over their own roads or to unite in a joint tariff. The whole matter is left to the voluntary action of the companies; and in forming by agreement any joint tariff the basis of division and the proportion of moneys each shall take is also a matter left to their determination.

That a shipper was not informed of the through tariff rates when making shipments between local points will not avail him as a basis for an action for violation of the long and short haul clause of the interstate commerce act of 1887 where he made no inquiry and no false statements were made to him, and the shipping point was a non-competing one where no publication of the joint rate was

ceipt, as having tried it thoroughly myself I know just how it works. The result obtained is a large degree of happiness and contentment. Take a small blank book and put a line right down the middle of the page, and write at the head of each column "My Blessings," "My Trials," and for one week faithfully fill up those columns, and at the end of the week if you are not happy at the great column of blessings, offsetting the trials, why keep right on for the month. I just wish I might see all the books at the end of even the first week, to say nothing of the grand sum total of a month's account. One great secret of happiness is looking at the blessing side, and after you have looked don't turn back to the other side, but keep your gaze steadfastly on this bright side; there is nothing so debilitating to the entire human system as discouragement and discontent. A book dear to all hearts has this recipe, "A merry heart doeth good like a medicine," in fact, a merry, happy household rarely has any need of the doctor's medicine; and again the same book says, "As a man thinketh in his heart so is he." Now, the merry, glad heart makes and keeps a glad, healthy body. If you don't believe it just try the effect of it for a day, and see how light and buoyant and well you feel, and above all others our homes should be the merriest, gladdest place on earth for us. So dear friends, for so I count you all, for though unknown to me now, I feel sure we shall soon know each other by name, as I want you all to "talk back" to me. I don't want to do all the talking. I trust you will begin the blessing book soon. I must give you a little example of what it did for one person. A friend came to me with a friend of hers, a stranger to me, and said, "Mrs. —, I wish you would talk to Mrs. N. I know you can help her." But, dear me, I had not a chance to speak, she was so overburdened with all her troubles, and so I just sat and listened, and when she was all through I said, "Now, I want you to take this slip of paper and write under the head of Trials all you have told me, and then we will write another head, namely, Blessings, and you will tell me what to write there;" and I am going to give you, dear sisters, the contents of that paper, so that you will know just how to make out your own.

### BLESSINGS.

A husband who has the utmost patience with all my nervousness and feeble health, and never speaks a harsh word to me.

Sufficient means to

TRIALS.

A bronchial trouble of years standing.
A dreadful cough.

A dreadful cough.

A fear of smothering when I go to sleep.

Having to board when

I love to keep house.

avoid all financial worry.

I do not have household cares or servants to worry

The benefit of travel and its many pleasures.

A husband who never does leave you alone, and by boarding you always are in the midst of people and things.

That I do not have to earn my own living, and still have all these miserable feelings, as some women do. No settled place to live; husband's business such as demands many changes.

Afraid to be alone.

By the time we had gone over the above trials and blessings, the suffering woman was smiling through her tears, and said, "Just let me keep that paper, and whenever I feel like complaining again, I will read it, and I am sure I am blessed beyond most women"; and so every one of you will say if you will but try it. Now don't say, "Oh, I have had so much to contend with all my life, I'm too old to begin new ways of doing and thinking." Here is a verse for you:

"Every day is a fresh beginning, Listen, my soul, to the glad refrain,

And in spite of old sorrows and older sinning,

And troubles forecasted and possible pain, Take heart with the day and begin again."

### HANDKERCHIEFS AND DISEASE.

It is not fully appreciated by the public, says the Phrenological Journal, that the article we carry as an every-day and necessary part of our attire may become charged with elements of infection. If it were, there would be shown much more care in the use of the handkerchiefs and of their cleansing. Especially should this be the case in families of whom any member is troubled with a cold or an influenza. One person with a catarrhal affection may impart the trouble to an entire household. This fact should make it common practice to isolate the handkerchiefs of an individual who is affected by an "influenza." The handkerchiefs used by such a person, too, should be treated in the following manner:

They should be placed under water in which a quantity of kerosene oil has been poured, and there remain for say two or three days, then the water is to be heated—by pouring on boiling water—and when this is cool enough they may be washed, soap being used of course. Another washing in oil and soap makes disinfection sure and completely removes all stain and effect of nasal appropriation. Then rinse the handkerchief carefully

a great degree; but it is to you, my sisters, that I am talking now, because you are the home-makers or home-destroyers. This slavery, which is so fatal to health and happiness and even to life itself, is the slavery of fear. We are born into an atmosphere of fear. We imbibe it from our earliest infancy—we are taught it in word and deed by all those around us in our childhood, and as we grow to womanhood we find it almost impossible to extricate ourselves from its withering, destroying grasp. Just here I fancy many of you are saying, "Well, I am not afraid. I never was a coward in my life." Are you not? Let us try you. Are you absolutely free from the fear of adverse criticism, although you may be doing what seems to you the very best thing possible? Are you never afraid of ridicule, afraid of seeming odd or unlike other people? Afraid that your neighbors may make remarks about your way of doing things, or your manner of dressing? Do you dare to dress yourself and your children and furnish your house absolutely within your means, without any fear of being thought poorer than some of your neighbors? If you begin to think of these things, you will soon see that you are afraid of most of them, and dozens more; for fear is everywhere. Fear of poverty and want, fear -oh, yes! fear of losing our friends and our loved ones, fear of sickness, and this is a constant and all-absorbing fear of ever-changing shape and mien. You are afraid of taking cold in a dozen different ways—afraid of malaria, afraid of contagion, afraid of the fashionable microbes and bacteria-afraid of dyspepsia and of all sorts of food as causing it, afraid of this or that or the other making you sick, until your life is one perpetual worry and anxiety. Then there is the spectral fear of death in a hundred different ways, and worse than all, in too many hearts, the fear of an angry instead of a loving God. Now, what is the effect of all this fear? Why in almost every home the presence of most of the things that we fear, so that we say with Job of old, alas! "the thing I feared has come upon me." Of course it has-because fear weakens the mind and to a greater or less degree, according to its intensity, paralyzes the body and deprives us of our good judgment and our will power, thus rendering us an easy p notrye only to disease but to every evil influence that may threaten us. To live in continual dread, continual fear of anything, be it loss of health, loss of love or friendship, or loss of money or position is to take the readiest and surest means to lose what we fear we shall. Does it help us to make a living to be ever in fear of

want? Does it help us to keep our position to be ever in fear of losing it? Does it help us to health to ever fear disease and keep the thought of it before us? No, indeed, it depresses and discourages us, and thus weakens us in every way. Now, supposing we all begin by bravely attacking everything we fear, and saying "I will not be in bondage to that fear any longer. I will calmly defy it and declare myself free." Such thinking will give you strength and courage which will inevitably tend to bring good things to you.

I want some of you to write me through your own corner of THE STATION AGENT what you think about this, and I wish you would all try for-say, one week, to keep count of the number of times you say "I'm afraid!" See if it doesn't vastly outnumber any other one thing that you say. Keep a slip of paper pinned up in some convenient place, and every time "I'm afraid" comes so glibly from the tongue, jot it down in some way, and at the end of the week count up and see if you are not surprised at the atmosphere of fear in which you live-" I'm afraid it will rain;" "I'm afraid the children will be late to school;" "I'm afraid my good girl is going to leave;" "I'm afraid I shan't have dinner ready in season;" "I'm afraid my bread will burn;" "I'm afraid I can't make that call to-day;" "I'm afraid my new dress won't be done in time:" "I'm afraid I have taken cold;" "I'm afraid the baby is going to be sick," and so on ad infini-

Won't some of you send us word about it when you have kept this account for a week?

### THINGS WORTH KNOWING.

An English official report concerning diet announces that a cent's worth of split peas is equal in nourishment to nine cents' worth of beef. Oatmeal comes next in richness and comparative cheapness.—Dr. Foote's Health Monthly.

Give children plenty of well-cooked cereals and ripe fruit and you will save many doctor's bills, only be sure the cereal is thoroughly cooked and that the fruit is ripe and in a perfect condition. Any fruit overripe or with the slightest decayed spot is unfit to be eaten raw; cook the specked fruit if you feel you cannot cast it aside.

### RICE COFFEE.

Roast the grains of rice in the same manner as coffee berries, and make as you do coffee. With cream and sugar it is very palatable, and is a most excellent remedy for all summer complaints, and a little child should take no other food until cured. Try this if you have occasion.

### CURE FOR OBESITY.

. The latest and surest cure for obesity is to partake of only a single dish at a meal. This, it is said, will in a few weeks reduce the weight of the most obese person to a normal condition. It certainly is worth the trial, if one has strength of character enough to carry it out.

Children must make noise, and a great deal of it, to be healthy. The shouts, the racket, the tumble and turmoil they make are nature's way of ventilating their bodies, of sending the breath full into the very last corner of the lungs, and the blood and nervous fluid into every cord and fibre of their muscles. Instead of hushing their riot, it would be a blessing to the older folks to join in it with them, and so start their blood into healthy circulation. In this play the red blood goes to every tiny cell that has been white and faint for want of its food.

Gill Frames.—Boil 3 or 4 onions in one pint of water, and spouge the frames; this will keep them free from flies.

Run a red hot poker slowly over old putty and it will come off easily.

'Tis said that red ants will never be found where sulphur is kept. Keep a little Swiss bag of sulphur in your pantry drawers, and in corners of cupboards, etc., and they will disappear, and not return while the sulphur remains. It is simple enough to be worth the trial.

Now that housecleaning time is at hand, let me tell you how to wash your dainty colored curtains, scarfs, and dresses for that matter. Get at the druggists 10 cents' worth of soap bark, steep as you do tea, only longer—10 cents' worth will make enough for about an ordinary pail of water, strain and have warm, not hot, when you put in your goods, and wash the same as ih soap suds; rinse and let dry just enough to iron, and don't use too hot a flat iron, and your pretty curtains, etc., will look like new. This is also excellent for washing woolen goods; in fact, anything that soap is apt to fade can be nicely cleaned by soap bark. Try it and see for yourselves.

### SANCTITIES.

Hold sacred thy friendships in dignity and reserve. Hold sacred thy friend as an altar to which no common or unclean thing shall be brought. Hold sacred his thought and his affections, his needs and their fulfilment.

Be as hospitable to his thoughts as to him. Never criticise in a carping spirit; but only seek to investigate the subject with him.

Extend thy hospitality—which, in all ages, has been held a sacred thing—to all whom he holds dear, and to all his endeavors and aims.

Hold sacred thy body as a temple of the Most High,—that is, of the highest aspirations and holiest resolves and loftiest dedication.

Hold sacred thy mind, as the most exquisite tool of thy soul. Sweep it clean with the winds from most high places, so that the chaff shall be winnowed from the wheat.

Thy soul is eternally sacred, and thy whole being "a harp of a thousand strings" played upon by airs divine. Keep it attuned to high harmonies, a fitting instrument of the divine 'realities.

Hold sacred thy life. Hold it up as a chalice to everlasting fountains. Then every word and act will flow forth, shining with purity and power.

Hold sacred thy sleep, that it be not a bestial stupor,—and the hour of waking heavy and depressed.

The dawn should be to thee a time of illumination. Dismiss not thy soul when thou liest down, lest the portals of thy body be slow to open to the returning guest, and be passive to baser currents. But let thy soul lay thy body away to gentle rest, and remain to it the channel of renewal from the broad streams of life eternal. Then shalt thou mount with the sun. "Thou shalt mount up like eagles; thou shalt run and not be weary; thou shalt walk and not faint."

Many lives suffer for want of a definite ideal of what the soul would make them. What is thy ideal, mothers? In what does motherhood consist? Dost thou nourish the spiritual natures of thy children? Is their symmetrical growth dear to thee, even if not in the line or according to the law of thine own? Art thou mindful of the broad activities of thy daughters, and of the purity of thy sons? Art thou wise, calm, poised: centred on realities; patient; self-controlled; permeated with light celestial! No vocation so sacred; no privilege so great as thine.

Whoever thou art, have an ideal, and contemplate it daily, that thou mayst grow like it. Forget what thou art in what thou wouldst be, so that the higher idea may possess thee wholly.

How easily we lose poise, swept by the currents of life. Our root is not deep enough. Consider the lily resting on the face of the waters, its root far below. How serene it rides the ripples, and how confidently it has sought

the light, that its life may expand therein, above the turbulence of the waves.

Affections should not bind the soul, but enfranchise it. Through them it should know larger, deeper, higher life. They should be to it as wings through which it mounts. A friend comes as an ambassador from the heavens, bearing certain gifts of character or of service. Expect not all gifts by the hand of one ambassador, but receive gratefully whatsoever is brought to thee. Flout not the King's gifts, because they are not other or more. If thou hast need of other gifts, they will come in due season.

The universal love, and the spirit of joyful service toward all, is the strongest and holiest tie thou caust have with thy friend, and begets the deepest satisfaction. This must be lived to be known.

"We live in deeds, not years; in thoughts, not breaths;

In feelings, not in figures on a dial.

We should count time by heart-throbs. He most lives

Who thinks most, feels the noblest, acts the best."

"Love not forms, shapes and appearances: death shall rob you of them all; learn to love souls and you shall meet them again."

"Is there any tie which absence has loosened, or which the wear and tear of every-day intercourse, little uncongenialities, unconfessed misunderstandings, have fretted into the heart, until it bears something of the nature of a fetter? Any cup at our home table whose sweetness we have not fully tasted, although it might yet make of our daily bread a continual fesst? Let us reckon up these treasures while they are still ours, in thankfulness to God."

"Sweet is the smile of home: the mutual look
When hearts are of each other sure;
Sweet all the joys that crowd the household

The haunts of all affections pure."

nook,

"We ought, daily or weekly, to dedicate a little time to the reckoning up of the virtues of our belongings,—wife, children, friends,—and contemplating them then in a beautiful collection. And we should do so now, that we may not pardon and love in vain and too late, after the beloved one has gone from us to another world."

"So to the calmly gathered thought The innermost of life is taught, The mystery, dimly understood, That love of God is love of [good; That to be saved is only this,—Salvation from our selfishness."

Whittier.

"I would give nothing for that man's religion whose very dog and cat are not the better for it."

"Realize it thoroughly: this is a methodical, not an accidental world,"

"Many a one thinks he is looking at truth, when he is only looking at the spectacles he has put on to see it with."

"To be trusted is to be saved. And if we try to influence or elevate others, we shall soon see that success is in proportion to their belief of our belief in them. For the respect of another is the first restoration of the self-respect a man has lost; our ideal of what he is, becomes to him the hope and pattern of what he may become."

"Calling things bad, calling men bad, Adds but darkness to their night; If thou wouldst improve thy brother, Let thy goodness be his light."

"Make thy life good to others, and thus make their lives all good to thee."

"Whatever we are, high or lowly, learned or unlearned, married or single, in a full house or alone, charged with many affairs or dwelling in quietness, we have our daily round of work, our duties of affection, obedience, love, mercy, industry and the like; and that which makes one man to differ from another, is not so much what things he does, as his manner of doing them."

"Make yourselves nests of pleasant thoughts. None of us know yet, for none of us have been taught in early youth, what fairy palaces we may build of beautiful thought—proof against all adversity. Bright fancies, satisfied memories, noble histories, faithful sayings, treasure-houses of precious and restful thoughts, which care cannot disturb, nor pain make gloomy, nor poverty take away from us,—houses built without hands, for our souls to live in."

"Rest is not quitting
The busy career;
Rest is the fitting
Of self to its sphere.
'Tis loving and serving
The highest and best!
'Tis onwards, unswerving—
And that is true rest."

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.

### GLEANINGS.

Self-will is weakness; the will to do right is strength.—Geo. MacDonald.

Real sorrows make us ashamed of imaginary ones; they force us out of ourselves.

To love God and to love man is Christianity. All else is husk and shell.

It is fidelity to the present which prepares us for fidelity in the future.—Fenelon.

Chain anger, lest it chain thee.

Associate reverently and as much as you can with your loftiest thoughts.

It is happiness to have someone glad you are alive; the deepest of all human longings is simply to be wanted.

Count what thy friend is to thee, and say naught of what he is not.

There may be times when you cannot find help, but there is no time when you cannot give it.

Children bare of kisses seem cold as children bare of clothes. We have seen children who evidently did not know how to kiss their fathers—they went about it, when they had to, so shyly and awkwardly,—and were forgetting how to kiss their mothers.

Someone has well said, Politeness is like an air-cushion; there's nothing in it, but it eases the joints wonderfully.

I can do you a great favor in such a way that you shall half hate me and my favor; you can accept from me a favor in such wise that I shall feel as though I had been crowned!

"My dog," "my horse," I say,—but that dog belongs first to himself before he belongs to me. To become the owner of an animal is to enter into a contract with a fellow creature, a very little one,—and at once the Golden Rule begins to apply.

The habit of love-ways is the need in the home. In many a home neuralgia or rheumatism or the business-worry makes the weather within as changeable as it is without in a New England spring; sometimes a morning greeting all around that seems like a chorus to one's prayer, and then a table-talk of sympathy that sends one bravely out to his work, and one cheerily about her house, and the children brightly off to school, each with a sense that the best time in the day will be the time which brings them all once more together,sometimes so, and sometimes a depot-breakfast where no eye meets eye, and you hear yourself eat, and the stillness is broken by dish-jogglings and criticisms on what is in the dishes, or what ought to be and isn't, and then

a scurry off like boys from school. How is it with ourselves? Each one had better ask herself the question in the quiet now and then.

### Why Buy Tickets At All.

([] ONCE rode from Denver to New York for less than \$7 on a wager with a prominent railway official," said O. P. Schuyler to a St. of Louis reporter at the Laclede. " By the terms the wager I was to ride first class, to be put off no train, and to pay for less than one mile in three. I won easily. I would board a train at the end of a division with a ticket good for fifteen or twenty miles. Before riding out my ticket I would manage to ask the conductor several questions about the town at the other end of his division, our time of arrival there, etc. I would then don a smoking cap and go forward to the smoker and take my ease. Frequently the conductor would pay no further attention to me and I would go through nicely. Sometimes a conductor would come along looking for checks. I would name the town at the end of his division. That generally satisfied him. If he insisted on seeing my check I would tell him my hat was in the next car. Only one came to report that my tile contained no check. I was a trifle indignant at being so frequently disturbed, looked through my pockets, went back and stared at my hat, and then tendered him fare, which he declined to take. Of course I afterwards paid full fare over the line, but I won my wager and proved to the skeptical railroad official that even the most careful conductor may be done brown by a dead beat."

### The Alaskan Railway.

John D. Hutchinson, a member of the party of engineers who have been making a survey for an Alaskan railway which is to bridge Bering Strait and connect with a Siberian road, is in San Francisco. He says that the enterprise promises success. "There were eight engineers in our party," said Mr. Hutchinson, "and we completed the survey from Vancouver, B. C., to Cape Prince of Wales, the point of Alaska nearest to Asia and Bering Strait, a distance of 2,346 miles. We reached that point in the latter part of last September. The project of the railway is the result of a dinner given in November, 1890, in New York by Henry Clews to some capitalists. The subject of an all-rail route to Russia happened to be brought up. The result was that within a be brought up. The result was that within a few days a fund of \$20,000 was raised among the guests of the evening for a topographical survey. The engineers were engaged, and we began work from Vancouver on June 3, 1891. I think the road in all respects feasible."

### An Epithalamium.

BRING IN PLAIN ENGLISH A NUPTIAL SONG WRITTEN UPON THE TAKING OFF OF Major Little.

\_\_\_

I've oiled my stops and cleared my reeds, And given my wind full play, And careful furnished all my needs To pipe a wedding lay.

The trumpets blare from yonder hill, The drums beat in the vale, But yet with softened strain they fill The upland and the dale. For now they urge no warring strife, Sound out no wild alarms, But gently call a loving wife To her true husband's arms. For this the music sweetly flows With pleasing amorous airs, From bugle's bell where'er it shows, From kettle-drums and snares. The swords are scabbarded and wound With ribbons and with bows, The cannons, too, are graceful bound With violet and rose. The fete is one of peaceful parts, As celebrates the dove; The battle fought was one of hearts. The victory that of love.

At times, howe'er, a martial note
The melody strong swells,
And mingles with the tones that float
From out the wedding bells.
'Tis thus with war love blissful blends,
And through it Major Little sends
This word to all beneath the stars,
To learned ones and stupid,
To learned ones and stupid,
To take up those of Cupid!

'Tis so, ye startled ones of earth, Now give loud echo to your mirth And shout a cheerful cry; The valiant Major's found at last A love that's even far surpast His famous love for pie,

No more he'll lead the serried ranks
With spur against his horse's flanks,
At night in saddle bunkin';
No more he'll till the fertile fields
With all their golden grainful yields,
Nor cultivate the punkin.

No more he'll flirt with Western girls, Or trade them gloves for sunny curls— At least he'd best not try it; No more his letter he'll replete With libels on my modest feet And from the house top fly it.

The witchery in a roguish eye,
The pulsing red of lips near by,
The day completely carries;
He quick surrenders heart and hand,
The happiest lover living, and—
To-day the Major marries.

And so my reeds I've filled full strong To gaily pipe this nuptial song—. To herald with a tender strain

The mating of this loving twain. The one of which, the lady fair, Stands perfect and beyond compare ; / While for the Major, we all know That as a soldier or a beau, He's shown he's built upon a plan To make a model married man, I send him forth a hearty cheer, And with one eye I flash him clear Glad wishes 'long old glory's trough, And with the other weep him off. A lucky lad indeed is he To win so fine a wife; and she For whom I trust all joy waits. Has gained in him the best of fates. I'll often think as Time rolls on Of all those days now past and gone, When I have watched the Major match His trousers with a fitting patch, Or seen him awkwardly begirt With buttons his best Sunday shirt, Or trembled at the awful shock Of his attempt to darn a sock. He'll be no more by such things harried, Since that to day he's safely married-The which event I blazon high To fit the case of one so sprv As Major Little, Prince of Pie!

Then let the trumpets sound it far, The drums beat out the story As old as buried ages are, Yet flushed with youthful glory;

And tell to all of every stamp,
From Juliet to Nero,
That Love has stolen into camp
And borne away our hero.

-RARBLY METWITH.

### "A Man Without a History."

Under the above caption the Atlanta Constitution editorializes as follows the case of Messenger Hardin who, as stated elsewhere, has mysteriously disappeared:

The detectives in Louisville are puzzling their heads over a mysterious case. Some months ago the Wells-Fargo and Adams Express companies were robbed of two packages containing \$35,000 by the substitution of dummy packages, and Charles A. Hardin, a messenger in the employment of the Adams company, was suspected of the theft. No conclusive evidence could be obtained against him, and, after his discharge, he sued for \$25,ooo damages. When the case was called the other day, he was not present, and a search through the city failed to find him. His lawyers and friends were unable to explain his disappearance, and his flight was naturally regarded as strong proof of his guilt.

Expert detectives have been looking into Hardin's record for months, and their report is one of unusual interest. These detectives say that, as a rule, it is impossible for a man to completely blot out his past, but that is just

what Hardin seems to have done. After diligent inquiry, the officers have been unable to ascertain what Hardin's real name is, where he came from, or anything about his antecedents. The man's life is a perfect blank, except during his few years residence in Louisville. The facts have been given the widest publicity, and yet, among the 65,000,000 people of this country, not a single person comes to the front with a scrap of information concerning this man. Apparently, he came from nowhere, and has now vanished from the face of the earth.

It is an exceptional case in detective annals. Generally, when the Pinkertons are employed to shadow a man and investigate him, they succeed in tracing his career back to his cradle, but Hardin is enveloped in a fog too dense for the sharpest scrutiny to penetrate. Whether this is the result of his natural reticence or is due to extraordinary precautions, remains to be seen.

## A New Departure in Telegraphy.

PERATORS will be interested in the latest invention in the line of telegraphy.

Six years ago last February Professor Elisha Gray, who has almost devoted his life to the perfecting of systems of communication by electricity, conceived the idea of inventing an instrument which would transmit writing by telegraph. He has labored incessantly since then, and at his factory at Highland Park has made thousands of experiments, but none of them was satisfactory until quite recently, when the telautograph, or long distance writing machine, was evolved.

The telautograph, as its name implies, enables a person to transmit instantaneously a fac-simile of his handwriting or sketching to a distance. It consists of a transmitter and a receiver. The structure of these instruments is remarkably simple, is devoid of complication, and the mode of operation is in all respects direct and positive. The methods for transmitting the electric impulses to the line and then converting them in the receiver into the corresponding movements of the automatic pen are all alike distinguished by simplicity and directness. Being of a positive character, they are, therefore, not dependent upon or influenced by accidental changes in conditions. In the transmitter an ordinary lead pencil is used, near the point of which two silk cords are fastened at right angles to each other. These cords connect with the instrument and, following the motions of the pencil, regulate the current impulses which

control the receiving pen at the distant station. The writing is done on ordinary paper, five inches wide, conveniently arranged on a roll attached to the machine. A lever at the left is so moved by the hand as to shift the paper forward mechanically at the transmitter and electrically at the receiver.

In the receiver the receiving pen is a capillary glass to be placed at the junction of the two aluminium arms. This glass pen is supplied with ink which flows from a reservoir through a small rubber tube placed in one of the arms. The electrical impulses coming over the wire move the pen of the receiver simultaneously with the movements of the pencil in the hand of the sender. As the pen passes over the paper an ink tracing is left, which is always a fac-simile of the sender's motions, whether in the formation of letters, words, figures, signs or sketches.

The advantages of the telautograph to business men are untold. It can be connected anywhere with the ordinary telegraph wire, and a merchant can conduct his ordinary correspondence and transact matters of importance without the medium of an operator. He can send instructions from his office to the factory close by or many miles distant, having the same delivered in his own handwriting. A banker can sign a check in New York without moving from his office in Chicago. In newspaper work the telautograph will be a valuable aid. Sketches of important events can be sent hundreds of miles, the artist having a transmitter and there being a receiver in the office.

Professor Gray, who has now achieved the crowning effort of his career, was born at Barnesville, Belmont county, Ohio, August 2d, 1835. He was educated at Oberlin College, graduating in 1862. Since 1867 he has been in the electrical business, and in 1869 organized the Western Electrical Company. His first work pertained to improvements in the Morse telegraph, and this was followed by his print-He afterward invented the ing telegraph. musical telephone, the speaking telephone and the harmonic telephone. He has been ably assisted in all of his telautograph experiments by the chief of his electrical corps, L. D. Mc-Pherson. Foster Ritchie has been his chief mechanical expert for five years and is now superintendent of the factory.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

### RARELY METWITH'S BUDGET.

HANDLING PASSENGERS BY ELECTRICITY—A
FEW HINTS FOR EDISON—SUGGESTIONS
TO OUR READERS—BRIGHT AND
BREEZY GOSSIP.

HAD a long, long conversation for about a minute with Captain Cadwallader this morning. In addition to being the secretary of the I. A. T. A. and president of the Q. C. A., the Captain is quite an enthusiastic student of electricity, and so it was that his thoughts and his words naturally and spiritedly ran to this subject. In view of the many and important discoveries and improvements that are being almost hourly made in the matter of electrical appliances, the Captain thinks that the coming ticket office is going to be something startling. He says that upon roads now run by electricity be finds the service so rapid that it takes longer to buy your ticket than it does to make your journey, and as other roads take up electricity as a motive power and it gradually spreads all over the country, covering the land until there is no longer left room for George Morrison's feet, it will have to be brought in some way to operate upon the functions of the ticket office and made to facilitate and quicken the work there. He spent a night recently up a telegraph pole meditating upon the possibilities in this direction, and while the marks of his cogitations are still to be seen upon the pole, he has not yet quite completed a plan for the perfect working of the system. He thinks, however, that it may be so arranged as to have on the outside of each ticket office a push button for every station to which that office sells tickets, each button being plainly lettered with the name of the station to which it is good. A passenger upon coming to the office looks over the buttons, sees the one he wants, pushes it and is instantly taken in hand by some mysterious and unseen power, the proper amount of money to pay for his passage taken out of his pocket, a ticket fastened in his hat-band, he is lifted up and borne away to his train, placed in a seat all to himself in the center of the car on the shady side and where he can get the best view of the beauties of the road, the check for his baggage thrust in his pocket, a morning paper in one hand, an accident policy in the other and a substantial lunch beside him on the seat, and all done just in time for him to feel himself suddenly picked up, carried out and set down in an easy chair in a luxurious room, while he looks down the

road to see the train disappearing in a flash of lightning and looks up at the sign-board to find that he has arrived at his destination-all before he has had an opportunity to stick his head out of the window once, put his feet on the seat, tear off the return portion of his excursion ticket, find fault with the temperature of the car, or criticise the road for moving its cars on wheels instead of on runners. This, the Captain says, is only a crude outline of the way the thing will eventually be done-an outline to be richly filled in with many elegant comforts and conveniences; and he thinks that as soon as Billy Raynor is broken to work in shafts matters will be so arranged that passengers will be brought to the station in a carriage. Until then, on account of his length and shape, Raynor is to be used as a belt to run the dynamo - and when Raynor reads this he'll pronounce it a dam, I know! Of course, the same influence that has juggled with the passenger will take care of the money which it has taken from him to pay for the ticket it stuck in his hat. This money it will run through the office accounts, leaving a comprehensive imprint of it and where it came from, what it came for and where it has gone upon them, and will then whisk it off to the bank, turn it into the dividend account of the road and pay it out on a 25 per cent. basis to a meek little stock-holding widow, who will spend it before she gets home for a plate of ice-cream for herself and a new collar for her dog. Raynor can growl if he wants to, but I'd rather have the widow-er-I mean the ice-cream. I want it to cool Joe Cardeza's bunion with; it always gets very feverish in the spring, like a warm weather thirst, and seriously interferes with this worthy old pilgrim's progress. The Captain is still further consummating the details of this coming ticket office, and when he gets them a little fuller devised perhaps he will give me another moment's insight into its wonderful performances. There is only one thing more that Harps cares to see added to its accomplishments, and that is that it shall be so contrived as to convert all the shorts into overs. Butz would like to have it make and deposit in his keeping a photograph of each button-pusher. Harry Grant says he'll be satisfied if it is only so managed to give him an hour's longer sleep Sunday mornings. Frank Carpenter is anxious that it should sing a song as each button is pushed, "Good-bye, Sweetheart, Good-bye," for instance, or "Kiss Me, Sweet, and Go." W. H. McCormick wants it to shave every male and manicure the fingernails of every female passenger, but Charlie Parker says if it does that, the next thing will

it aloud—that I would like to have graven on my tombatone the one line:

### "He was sunny-hearted."

Just what we'll have cut upon Jack Rogers' tombstone I haven't quite decided; but as Jack says he is going to live until THE STA-TION AGENT comes out regularly on the first day of each month, there is no hurry about it. Everyone who has ever come in contact with Jack must have noticed how trimly and tastefully and carefully and properly he is always He has had this fastidious and dressed. primpy quality all his life. Some years ago, before he was married and while boarding at quite a stylish private boarding house in Philadelphia, he was awakened along with the other boarders one night by the piercing screams and frightened cries of a woman that there were burglars in the house. Everyone jumped out of bed and rushed out into the halls just as they were, but Jack not only stopped in his room long enough to completely dress himself, but also took time to shave, and blacken his shoes, and wash a grease spot out of his vest. Finally when he did excitedly step out into the hall and dramatically cry out, "Where are the burglars?" one of the nightgowned forms took in the situation at a glance and quietly replied: "Oh, they've been arrested, and tried and sentenced, and are now serving out their terms in the penitentiary." And the next day Horace Greeley gave utterance to his world-renowned advice, "Go West, young man, go West - over the Northern Pacific road!"

A few months ago, when George Morrison rounded out to his full value by taking unto himself a better half, some mention was made about the Quaker City Club being a sort of Society for the Promotion of Marriage. And now we have a further confirmation of it in the approaching marriage of that rare and rugged and radiant young soldier, the redoubtable Major Little. The announcement took everybody by surprise, and so startled a baker on 12th street, who was just taking a pie from the oveu, that he let the pie fall upon his foot, and will go to his grave carrying the brand of a half pound of mince meat upon that particular foot. That is, it astonished everybody except Fine Cut Price. One night last fall he dreamed that his leg was bitten off in a dog fight, and upon consulting Charlie Murray's Dream Book found it meant that a military friend was going to be married; so he immediately suspicioned it was the Major and went into the house agency business hoping to be

able to rent the Major a house. Mark McGrillis says that the Major couldn't well get out of it, since he attended a certain rag carpet party last winter and got the slice of pie with the ring in it. Anyhow, it serves the Major right; he deserves a good wife, and a happy, comfortable home, and if the good wishes of his friends will in any way help to make it so his house will be thickly furnished with them from cellar to roof. Everybody has a congratulation for him and a hearty hope for his future welfare,—and the baker has arranged to leave five extra pies on his front door step every morning. May the Major never break his record on profanity when he finds the kitchen fire out in the mornings, nor break his arm carrying-oh, no, I wasn't going to say that, Bob Smith; you needn't think because that bouncing baby boy of yours-well, that is, may the Major never break his arm carrying home the marketing.

With the Major happily mated it now behooves Harry Martin to uphold the reputation of the Quaker City Club as a marriage promoter by leading some one of his many conquests to the altar. Anthony Trollope in his autobiography tells us that when he was a young man policy and politeness required him at one time to make a short call or two at a country house where there was a daughter of about his own age. He was awkward and timid and wholly without any thought of the daughter, and she was equally as bashful and clumsy as he, whatever her thoughts may have been towards him. So it was that during the two visits there were scarcely half a dozen words exchanged between the young lady and himself, and they of the most commonplace character. Notwithstanding this fact, one day five or six months later while he was working at his desk in a London government office, in company with a dozen other clerks, this young lady and her mother strode majestically into the room and the mother cried out in a loud and impressive and somewhat ominous tone of voice: "Mr. Trollope, when are you going to marry my daughter?" It was mid-summer, but such a cold chill ran down Trollope's back that he came mi. hty near freezing to death. And so it is that some day before long the Quaker City Club will walk in on Harry Martin and ask of him with portentuous emphasis, "When are you going to marry somebody's daughter ?"

Locomotive Ramsey, with his energetically helpful tender, Robert S. Beatty, and the rest of the motive power force who go to make up the Entertainment Committee, is busily engaged in preparing for the April meeting of the Quaker City Club, and the promise is that the boys will have a very merry evening. Jack Rogers is the headlight on the above named locomotive-and you know what a dazzler he is! Charlie Murray is the cow-catcher-and if you'd see Murray hurling the difficulties out of the way you'd feel sure the engine would get there in good shape and on time. And Ed Wallace, all decked out in the Club Banner, is the danger signal. On account of this Locomotive having so much continuous hard work to do it was necessary that it should have a tank of a very large capacity and—well, I've noted above that Bob Beatty is the tender. Ramsey, by-the-way, is a sort of Ruler of the Village out at Chestnut Hill, and many questions relating to its government are deferred to him. This is as true with the children as with the grown people. Indeed, the children think him some sort of supernatural power, and believe that he can perform miracles. One day last week a little fellow ran into the station and cried out: "Mr. Ramsey, Billy Bitts says I'm a sardine!" Ramsey was equal to the occasion and instantly comforted the complainant with: "You tell Billy Bitts to unsay it right away; and if he don't unsay it in five minutes I'll take his mouth away from him."

### THEY DO SAY-

That Harry Martin is giving it out quietly to his friends that this is a good time of the year to buy Christmas trees cheap.

That Sam Hutchinson, whose head is as bald as a door-knob, is telling the curious people of Omaha the way he manages to retain such a full and beautiful crop of hair is that he bathes it in Sozodont every morning, Sozodont come out.

That Bob Smith has a grievance. THE STATION AGENT recently referred to his lately arrived and unusually fine child as being a girl, when the fact is Bob's little girl is a boy. And Bob wants all the honor that the circumstance of sex warrants. Hence it is that THE STATION AGENT thus publicly removes from Bob's baby the hoopskirt of femininity and replaces it with the trousers of manhood.

That while Bob Beatty was standing in all his 7 feet and 225 pounds of broad-shouldered humanity at his ticket case one day not long ago, a little canary bird flew in at the open window and ate him.

That Mark McGrillis is one of the luckiest men who ever carried a horseshoe nailed to his breast. As an instance of this, a little while ago he won nine clocks at a raffle, and now when any of his friends get married he has a wedding present for them already to hand.

That that \$2.64 Buffalo wine bill—the wine for which it is said went to moisten the Sandwich club's dusty palate—has at last been settled by Naylor Davis upon Charlie Kinney, who will either collect it from Bob Beatty or compel him to pay it.

That a bewitching but irate widow, who recently purchased a New York ticket at a nearby suburban station and was in some way misinformed by the handsome and stalwart agent thereat, vowed she would report him and see that he was properly disciplined for his blunder were it not that he was "such a nice fellow."

That the following incident is but a sample of the many funny happenings continually occurring at a large railroad station:

Place-Broad street station.

Time-5:30 p. m.

Lady, rushing up to usher—"What time does the next train start for Malyern?"

Usher-" 5:44."

Lady — "What time does it get to Malvern?"

Usher-" 6:40."

Lady—" Will the sun be set then?"

That Bob Smith is an authority on the care and comfort of children, and that he always gets a sheep's head, boils it until the teeth drop out, then takes seven of the teeth, sews them up in a little linen bag and fastens them around a child's neck—which invariably has the effect of making the child cut its teeth easy.

That Charlie Murray knows a man in Columbia well enough to borrow money from, whose breath is so strong that they often use it there to push coal trains in and out of sidings, and that many a time he has seen the man wrap it around a tree and by breathing in just once, pull the tree up by the roots.

That Major Little's March copy of THE STATION AGENT came to him with the word "Deceased" heavily written across his name, creating a great deal of consternation and no little (sic) anxiety. The letter-carrier was interrogative, the Major was exclamatory and the air sulphurous. The Major says so far from being dead, he is only going to begin to live with the coming of April 26th. But on account of its tardiness in getting out he

thinks the word suggestively referred to THE STATION AGENT itself.

That H. S. Ray, lately joined with W. J. Leahy, of the C., R. I. & P., in this city, and who has been acting as Soliciting Agent for THE STATION AGENT for the last three months, has received the appointment of Traveling Passenger Agent of the Denver & Rio Grande road, with headquarters at 379 Broadway, New York. Mr. H. E. Tupper, general eastern agent of the D. & R. I., himself a gentleman of distinguished merit and attainments, has made an excellent selection in this appointment. Mr. Ray is a wide-awake, intelligent young man, and with his rare abilities and accomplishments, and peculiar picturesqueness of language to glorify the incomparable beauties of this famous "Scenic Line of the World," is sure to make business for his road as well as friends for himself wherever he goes.

That all the railroad and steamboat companies in this section are placing special rate excursion tickets on sale at stations along their lines in order to better enable people to come to Philadelphia to see Billy Raynor's highwater side-whiskers.

That the silver tongued orator of the Quaker City Club was at one time called away from home just on the eve of moving his family and household goods to another house. While he was absent and pending the moving, the coal gave out and his wife hesitating about having more coal put in the old cellar telegraphed him: "Coal all gone. What shall I do?" and the answer came back, "Burn wood." And that's why Tom Vaille smiles when he reads this paragraph.

That Joe Cardeza says the older he gets the more surprising it appears to him to see the prodigious efforts so many people put forth—I think I said put fourth—to become first.

That as a subduer of refractory children Billy Raynor is better than the "Rag Man," or a ghost story. That is, he would be if the children paid the least attention to him. It was very amusing the other day—if you could keep from being shocked—to hear a certain little four year old scamp, with curly red hair and crooked legs and a dirty face, all just like Raynor's, call out to Billy in answer to a solemn and severe command from him, "Oh, old bean pole, go soak your face in a tub of pickles and sweeten yourself up!"

Well handled pencils sharpen to the same point. For instance, note "Uncle Joe's" re-

marks in the March STATION AGENT calling on the R. A. A. boys to decorate this journal with some of their own wise ideas and thoughts; and then read what is written on this same subject a few lines above. This latter was written before the writer saw the March STA-TION AGENT, or knew that "Uncle Joe" had sounded such a blast. It all comes to the same thing: the readers of THE STATION AGENT are wanted to help make it readable. It is right enough and to be expected that the editor, who is supposed to be the ruling spirit in our interesting family of associations, should have something to say every month, but we are not that kind of a family where the children are not allowed to speak, -where they are only to be seen and not heard. They are wanted to be heard,-at least, each one wants to hear all the others. And as you always have something to say worth listening to, speak up, boys; speak loud and often.

That Major Little has many an odd experience in the line of his duty. For instance: He has a number of Italian quarrymen who buy tickets, some to Crum Lynne and others to Glen Mills, but on account of the peculiarity of their speech he can't always tell which station they ask for. Crum Lynne is the second station north of Chester. An Italian asked for a ticket the other day and the Major not being certain of the station said: "Where to, Crum Lynne or Glen Mills?' And the bronzed son of Italy replied: "Two stashs behind Chest." Then the Major knew he wanted to go to Crum Lynne.

That the March number of THE STATION AGENT, coming as an old friend in a new dress, was doubly welcomed-once for the sake of the pleasant memories of it in days gone by. and again for its fresh, and changed and novel make-up. Always beautifully printed and artistically arranged, it is now even more than ever a bright, sparkling, clean-cut, handsome. well-conducted and ably-edited journal; and in its present neat, tasty, and handy form it is sure to strengthen its hold upon its old friends and make and win the favor of new ones wherever it is known or seen. And now, too, that it has the women with it, certainly it will have such a following of men as it richly and rightly deserves, and which, as is ever the case, and ever should be, always wisely comes after Heaven's best gift to man.

W. McK.

Philadelphia, April, 1893.

Subscribe for The Station Agent.

### Our New England Letter.

(From our Regular Correspondent.)

Is April fickle?
First a copious flood of rain,—
Then a taste of snow again,
Just a touch of sunny rays,
Heaps of dark and cloudy days,
A little thunder, a shower of hail,
And weather signs are sure to fail.

Is April fickle?

A meeting of the New England Railroad Agents' Association was held in Boston, April 15th, about forty members being present. The usual business was transacted. The annual summer outing was discussed, and a number of the members expressed a preference for Saratoga as the place to be visited. A committee was appointed to consider the matter, and will report at the next meeting. C. C. Henry, who has held the office of president of the association for several years, felt obliged to relinquish the duties, and Mr. E. O. Brigham, of the Old Colony R. R. at Marlboro, Mass., was chosen to fill the vacancy. Mr Brigham is a very popular man, and has had a valuable railroad experience, which well qualifies him for the position to which he is

After the business meeting the usual supper was served, and this was followed by speechmaking, in which the officers and invited guests, of whom there were a number, took part.

The rapid increase of mileage of electric railways in New England the past year approaches the marvelous, and the growth of this method of transit is already causing some anxiety and deep thinking on the part of steam railroad managers. The electric railways with their frequent cars and, as a rule, more advantageous locations, draw a large amount of patronage in the suburbs of our cities, which has heretofore been monopolized by the steam railroads. As a rule the fare is cheaper also, which in the minds of the majority offsets the small loss of time, as shown comparatively, by using the electric cars as a mode of transit. Blectricity as a motor is yet in its infancy, but already it is a power which cannot be ignored.

### RECORD OF A MONTH.

Our record covers a period from March 15th to April 15th, and we are enabled to chronicle some matters of interest which are component parts of the railroad history of the nineteenth century. Every subscriber should carefully preserve and bind "The Station Agent," and in future years it will be almost

priceless as a book of railroad reference and information.

### APPOINTMENTS.

John Gourley has been appointed division freight agent of the Fitchburg railroad.

- J. R. Kendrich has been chosen third vicepresident of the New York, New Haven & Hartford railroad.
- C. H. Goodrich is the new general freight agent of the New York & New England rail-road.
- Mr. A. C. Kendall will, on May 1st, resign his position as general passenger agent of the N. Y. & N. E. R. R., to accept a similar position with the New York, New Haven & Hartford R. R. Mr. Kendall's successor has not yet been announced.
- H. E. Howard has been appointed superintendent of the Connecticut River division of the Boston & Maine railroad, with office at Springfield, Mass. Mr. Howard has been connected with the Connecticut River railroad for thirty years. W. E. Ray is to be assistant superintendent.

### MISCELLANEOUS.

The New York, New Haven & Hartford railroad are extending their block signal system, towers having recently been put into operation at Clinton, Westbrook, Saybrook and Lynne, all in Connecticut. The Shore Line division is being double-tracked, and faster trains between Boston and New York will be possible.

The Boston & Maine railroad is to replace its wooden bridge over the Merrimac River at Lawrence, Mass., with a four-track iron-plate girder bridge.

The union depot at Walpole, Mass., was destroyed by fire on the morning of April 3d. The entire building and signal tower was burned.

April 8th the Old Colony railroad depot at North Scituate was broken into and thoroughly ransacked, but nothing of value stolen.

April 9th Station Agent Fowler, of the Shirley depot on the Revere Beach & Lynn railroad, discovered that the depot had been entered the previous night and considerable damage done.

April 14th thieves entered the Old Colony railroad depot at Chelmsford Centre, Mass., but obtained but small plunder.

April 9th fifteen engineers and firemen of the N. Y., N. H. & H. R. R. held a picnic at Long Lake, Great Barrington, Mass. The Brotherhood of Section Masters held its annual meeting at Fitchburg, Mass., early in April. Officers were elected as follows: Grand Master, T. F. Chase, Fitchburg; Grand Vice-Master, G. M. Gorham, Fitchburg; Grand Past Master, F. A. Brown, Westboro; Grand Secretary, G. H. Taylor, Framingham; Grand Treasurer, G. L. Hosmer, Marlboro.

Here is genuine encouragement to our station agents: Franklin N. Chase, the first mayor of the new city of Somersworth, N. H., was formerly a station agent on the Boston & Lowell railroad; he afterwards filled the position of ticket agent for the Boston & Maine railroad at Great Falls, N. H., and as New England passenger agent of the same road, and is now its assistant general passenger agent.

The Boston Globe recently published an interesting sketch of Elbridge A. Towle, who has been a passenger conductor of the Eastern division of the Boston & Maine railroad for forty-seven years. One of the most interesting features of the sketch is a copy of the time table of the Eastern railroad, issued Dec. 27, 1830.

### STATION APPOINTMENTS.

Fitchburg railroad.—G. G. Blood, at White Creek, N. Y.; C. H. Earley, at Farley's, Mass.; R. S. Keep, at E. Jaffrey, N. H.

Boston & Maine railroad.—O. W. Ross, at Walnut Hill, Mass.; H. A. Bartlett, at St. Johnsbury, Vt; E. M. Brown, at Newbury, Vt.; O. W. Hall, at Kittery Point, Me.; E. F. McDonald, at Londonderry, N. H.; W. T. G. Pindlay, at Penacook, N. H.; C. R. Caswell, at Keene, N. H.

### DEATHS OF THE MONTH.

March 15.—Alvin S. Raymond, for twentynine years an employee of the Concord & Montreal railroad, died at Manchester, N. H.

April 15.—Dana L. Smith died at Salem, Mass., age 73 years. Mr. Smith was once a brakeman and afterwards a freight conductor on the Boston & Worcester railroad. He was connected for some time with the New York Central R. R., but was best known as roadmaster of the old Eastern R. R., which position he held for many years.

### THE DARK SIDE OF THE PICTURE.

The accident record for the past month has been quite large, the following being a partial list of accidents to railroad employees in New England:

March 16.—William Franklin, brakeman of New London Northern railroad, injured at Amherst, Mass., probably fatally. March 15.—Alfred S. Rooney, brakeman of Boston & Maine railroad, foot crushed while coupling cars at Charlestown, Mass.

March 16.—Collision on Philadelphia, Reading & New England railroad near Sunsbury, Conn. Engineer John Lynch had his leg broken.

March 22.—Thomas F. Welch, brakeman, both legs cut off on the New York, New Haven & Hartford railroad at Meriden, Conn.

March 30.—Edward S. Slate, brakeman, killed on the Boston & Maine railroad at Ayer Junction, Mass.

March 31.—William Miller, switchman Boston & Maine railroad at Salem, Mass., serious cuts on the head by being struck by tender of locomotive.

April 4. — Charles Brigham, brakeman Fitchburg railroad, killed at Hudson, Mass., by falling from car.

April 7.—William E. Walker, brakeman Old Colony railroad, killed at Fall River. Struck by an engine.

April II.—Samuel Vining, brakeman New York & New England railroad, seriously injured at Danielsouville, Conn.

April 13.—Archie Durand, brakeman Fitchburg railroad, fatally injured at Gardner, Mass., by falling from train.

April 14.—Geo. Smith, section hand Concord & Portsmouth railroad, run over by hand car at Greenland, N. H., and fatally injured.

Next month I hope to tell you of another of our veteran agents who has seen over thirty years' service.

G. A. R.

"Cleveland to Buffalo While You Sleep" Is the trade mark adopted by the Cleveland & Buffalo Transit Co., the new lake line. On the first day of May this company will commence operating between Cleveland Buffalo the magnificent side-wheel steamers "State of Ohio" and "State of New York." One of these steamers will leave Cleveland every evening (Sunday included), arriving at Buffalo early the following morning. tourist who is contemplating a pleasure trip to Niagara Falls, the Thousand Islands, or any eastern resorts during the coming summer, or the business man going east will appreciate this departure, as it affords the means of enjoying a pleasant lake ride and night's rest enroute. steamers are among the best on the Great Lakes and the company promises a first-class service throughout.

ned to the same; in other of the Grand

the subject.

Ga., died March 4.

A. B. Quinker, member I. A. T. A., Macon,

be

**C84** 

To Members R. A. A.

portant old spinster with a cracked voice, and

the inquiry, "How much is the train late and

has anything occurred to delay it," just as if

benefit fund, annual dues cover member to the use of ti the official paper, and to Association in any legiti		give close ria and a have broke getic worker in the R. A. A. cause. His full return to question M and activity is only a question M and we feel sure that members of the association will join with the publishers in the hope that this may soon
Dues,  Dues,  Post Office  State  We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral cluracter, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.	APPLICATION FOR MEMBERSHIP.  APPLICATION FOR MEMBERSHIP.  Division.  Division.  Division.  Division.  Association, and being the Rathusy Agents' Association, and being the factoring of the Rathusy Agents' Association, and being this latereth, I hereby apply for membership, under the jurisdiction of your division, firm that, if accepted, I will support the General Constitution and General Laws of I am at present employed by the	The Agent and His Duties.  The Agent and His Duties.  The recent meeting of the members of Division the following paper of Mr. A. S. Hallman, agent railroad at Norristown, by request of members of the division:  MEMBERS DIVISION R. A. A.:  The Bureau our large stations is an work. The person this office achave and any amount of assurance and ready wit. He must speak all civilized, in city, town, know on what railroad ticket, the time the trains arrive. If he canse of DE and a other ror all this information one duties formation one duties and the constant and the constant the various duties and the constant the various duties and the in his head when
Further details as to nished upon application Grand Secretary and Tr The Station Agent's  Exposition. Don't fail to the subject	a by R. W. Wright, essurer, Cleveland, O. World's Fair Office for agents during the	asks for a ticket another for an excursion or the Pacific coast, for a half ticket, clerical form. Then there's the party know when "the next train and is that the first one." No sooner finished than up comes the im-

the railroad company ran trains late for convenience. All this trying work the ticket agent is obliged to attend to and to answer these ridiculous questions in a polite and smiling manner, so as to satisfy the passengers that he has no desire to jump through the ticket window and wring somebody's neck, just for a little relief. The agent knows that this would make him feel better and give him a better appetite for his meals, but as such a thing is out of the question, he must forbear entirely, for the least impatience will cause someone to say he is short or impertinent and doesn't know how to treat people. There is perhaps no position more trying to human nature than that of a ticket agent. He can only be successful in his vocation by becoming a Bureau of Information within himself, by diligently applying himself to the various points suggested, and when so educated he becomes a valuable addition to his company, and his services should be much more highly appreciated by some of the roads whose success in the passenger traffic largely belongs to those faithful agents who give their whole attention to winning the favors of the public to the line they represent. I venture here to say that the more highly the railroad companies appreciate their services the greater favor will they receive from the traveling public. Many instances may be cited where the polite attention of the ticket agent has won for his company the praises of the management of other companies far beyond their own lines. In our opinion the day is coming when railroad managements will more fully realize this fact, and then we may also hope for larger salaries and shorter hours We may further state that among the various classes of employees of a railway company, there are none that can do more to make or mar the success of the companies they represent than the station agents. They are the immediate representatives of the railroad and come in closer contact with the traveling public and the road's patrons in general than any other person connected with the line from the president to the track walker. They are the ones that have to hustle around and secure the freight shipments which might be sent by a competing line, interview the consignees and secure their order to have their freight shipments routed via their own road. While the agent is doing this he must be able to explain the cause of delay while in transit of some previous shipment, entertain a claim of lost or damaged goods without in any way committing his company to the final payment of the claim, at the same time managing to retain the good will and likewise shipments of the claimants.

### Meeting of Missouri Division.

MEETING of Missouri Division was held at Clinton, Mo., April 22d, and while the attendance was not large, the social features of the programme will long be remembered by members and their families. An interesting business meeting was held at the Artesian Hotel in the afternoon and evening. G. W. Read, president, presided. Owing to the absence of Acting Secretary E. McDaniel, T. M. Roberts was elected secretary pro tem. The resignation of J. H. Clabaugh, secretary and treasurer, owing to a change of residence to another state, was accepted with regrets for the loss to this division of such an efficient and enterprising officer. Mr. E. McDaniel, of Knobnoster, Mo., was unanimously elected secretary and treasurer to fill the vacancy.

Messrs. T. M. Roberts, of Clinton, Mo., A. R. Van Giesen, Monett, Mo., W. Baker, Seman, Mo., and J. T. Rea, Windsor, Mo., were appointed a committee to draft suitable by-laws for adoption at our next meeting, which is to be held at Kansas City on Sept. 9th. Before adjourning the convention passed the following resolutions:

Resolved, That the sincere thanks of Missouri Division of the Railway Agents' Association be tendered the mayor and citizens of Clinton, and to the proprietors of the Artesian Hotel for courtesies extended our members and friends.

Resolved, That our thanks be extended to the Baird Female College, one of Missouri's leading institutions of learning, for the elegant parlor entertainment given by the Faculty and students in our honor.

Resolved, That our thanks be tendered the following railroads for courtesies extended in connection with this meeting, viz.: The Missouri Pacific, Missouri, Kansas & Texas, St. Louis & San Francisco and Kansas, Ft. Scott & Memphis, the generosity of the last named being such as to elicit special commendations from this meeting.

Resolved, That these resolutions be published in THE STATION AGENT and extra copies be procured for distribution.

### Toronto Division Organized.

STRONG division of the Railway Agents'
Association was organized at Toronto,
April 30. The progress of the association in
that section has been most gratifying, and
much interest is manifested in the work. We
quote from a Toronto paper:

"For some time past Mr. W. W. Spencer, special organizer of the Railway Agents' Association of North America, has been at work in this vicinity in the interest of the association.

As a result of his labors a meeting was held last night in Chivrel's parlors and a local organization was perfected. After Mr. Spencer had in a short speech explained the objects and policy of the association, the organization was proceeded with, the election of officers resulting as follows: President, W. Jarman, ticket agent G. T. R., Union station, Toronto; first vice-president, W. B. Bamford, agent C. P. R., Peterboro'; second vice-president, - H. Corton, agent G. T. R., Don; secretary-treasurer, M. P. Forbes, assistant ticket agent, G. T. R., Union station, Toronto. The executive is to be composed of the officers and Messrs. Radcliffe, Donovan, Lynch and Drowesy. It was decided to call the division The Toronto Division. After some routine business the members adjourned to the capacious dining hall, where ample justice was done to the magnificent spread furnished by Caterer Chivrel-The Agents' Association should have a bright and prosperous future, as their policy is one which commends itself to the support of every intelligent official and agent. One of their principal objects is the establishment of the closest and most harmonious relations possible between the management and the agents, particularly those officials at the head of the traffic department."

### A Strong Division at London.

MHE work of the association in Canada is meeting with great success and Special Organizer Spencer has been given a royal reception by the agents in that section. The following account from a local paper of a recent meeting of agents at London, Ont., will tell the story of the organization of the new division at that point:

For some time past Mr. W. W. Spencer, the travelling organizer of the Railway Agents' Association of North America, an order which has gained great strength in the United States, has been covering Western Ontario for the purpose of establishing a division of the association in this district, and as a result of his labors a meeting was called for Saturday afternoon in the K. of P. hall, Duffield Block, for the purpose of establishing a local division of the national body. Amongst those in attendance were the following :- G. T. R. men, Messrs. Scott and Turner, of Chatham; Smith, St. Thomas; Livingston, Corinth; McGraw, of Hagersville; Ellis, St. Jacobs; Evans and Huff, London. The C. P. R. was represented by Messrs. Houston, London, and Jennings, of Glencoe. The M. C. R. delegates were Messrs. Stewart, Paul and Evans, London, and King, of St. Thomas, and A. R. Patterson, of E. & H. Railway. After the objects and policy had been thoroughly set forth, the organization was proceeded with, commencing with the election of officers, which resulted as follows:—President, R. W. Scott, Chatham; First Vice-President, W. H. King, St. Thomas; Second Vice-President, Jas. Houston, London; Secretary-Treasurer, A. R. Patterson, Chatham; Executive Committee, Messrs. Huff, Smith and Thos. Evans.

Each of the gentlemen honored responded in suitable terms, all expressing great faith in the objects of the order, the division being called, on a vote, the London Division Railway Agents' Association. It might be well here to explain that it is a non-striking and non-secret organization of employees in the traffic department. It embraces in its ranks agents of all classes, chief clerks, cashiers, bonded assistants and traveling auditors. The specific objects are:

First—To improve the standard of its members and to increase the efficiency of the railway service.

Second—To protect by all lawful means the interests of the railway companies.

Third—To assist worthy members in obtaining employment and to cultivate the closest and most harmonious relations between the management of the railways and the members, particularly those officials at the head of the traffic department.

The meeting then adjourned until the evening, when, after deciding that meetings be held on the second Thursdays in March, June, September and December, and the next one in St. Thomas, with some minor business, the visitors were most hospitably entertained by the London members to an elegant spread at the Hub, with President Scott in the chair, ably supported by Second Vice-President Houston. After justice had been done to the repast, the usual various toasts were made and responded to, and general discussions held on railroad topics, all uniting in voicing the sentiment that the order will be very beneficial to both the railways and their employees in this branch of the service. The London division embraces all the territory west of the Toronto division, which extends to Guelph. It starts with a charter membership of over seventy.

See that your neighbors and friends are informed in regard to THE STATION AGENT Locating Bureau.

appears from the Jecords, traveling as agent of the firm; started from Springfield to Petersburg, Ill., Jan: 30, 1885, over the Wabash, St. Louis & Pacific railroad. He carried a trunk containing his samples, valued at about \$10,oco; it was checked as "personal baggage," neither Perry nor the railroad agent asking any questions nor making any statements regarding the contents of the trunk, which, it was alleged, was what was commonly known as a jeweler's trunk. En route to Petersburg the train jumped the track and the baggage car, with its contents, was destroyed by fire. Perry Bros. sued the receivers of the company for their loss, and a master awarded them damages in the sum of \$7,287. On review by Judge Gresham the finding of the master was affirmed and a decree issued. In his opinion the judge said:

"If the station agent did not know that the trunk contained jewelry he had reason to believe it did. He received it knowing that Perry was not entitled to have it carried as personal baggage. The agent did not believe that the trunk contained personal baggage only. It is plain from the evidence that he recognized it as a jeweler's trunk and that he understood it contained a stock of jewelry. He was therefore not deceived, and the receivers were not defrauded."

From the decree of the circuit court to pay the \$7,287 the receivers appealed to the supreme court. Justice Blatchford reviewed the case in an opinion of considerable length, quoting copiously from the testimony adduced before the master. This conclusion and the judgment of the court was that the decree of, the circuit court must be reversed and the proceedings instituted by Perry Bros. be dismissed. Justice Blatchford said, in announcing the decision, that it was reached on the grounds that there was no evidence to show that the baggage agent had any actual knowledge of the contents of the trunk, and that Perry, in purchasing a ticket for a passenger train, and then tendering his trunk to the agent to be checked, tendered it as containing his personal baggage. The receivers were not liable for the contents of the trunk other than personal baggage.

# New Passenger Station of the Nickel Plate Road

At Chicago, located at the Twelfth Street Viaduct, corner Clark and Twelfth streets. All trains on the Nickel Plate Road now arrive at and depart from this station. Street cars pass the door on Clark and Twelfth streets for all parts of the city. In addition to these, the Wabash Avenue Cable line is three blocks east, the State Street Cable line two blocks east, and the South Side Elevated one block east. Pasengers and baggage transferred to all depots and hotels by Parmalee's Transfer Company.

### Our Boston Letter.

[From Our Regular Correspondent.]

Our Rapid Transit Commissioners have reported a bill to the legislature which, if it should become a law, would compel the erection of a union depot and series of elevated tracks, on the north side of the city, which would cost not far from fifteen million dollars. That the rapid transit problem is becoming a very important one is generally acknowledged in Boston, but that the plan proposed would be feasible just at present is a question. Meanwhile the Boston & Maine railroad management are not troubled with the possibility of the bill becoming a law, evidently, for they are driving work, night and day, on their new terminals, and it looks as if July first would find the structure nearly completed. This new depot and re-arrangement of tracks of the Boston & Maine and Fitchburg railroads will accomplish two results at least which the public will heartily endorse,—the abolition of the annoying grade crossing on Causeway street, where more profanity has been flung to the breeze by people who have arrived just as the gates shut down, and who had timed themselves to a second, on reaching their trains, than we should like to estimate. And then the grade crossings at Charlestown, where trains are delayed and accidents occur painfully frequently; this would all be avoided by the changing of the location of the terminal tracks of each road. We can't really expect perfection in the transit problem all in one solid chunk, but the new structure now building will be a very substantial slice in the right direction.

The proposed change of the Fitchburg railroad from the old castle-like stone structure to the modern brick station, will sever another link which binds the march of modern progress to the methods of the past. The depot of the Fitchburg railroad was erected nearly fifty years ago, and its massive appearance, and its turrets and battlements made it one of the conspicuous pieces of architecture in the "Hub." When it was built the second story was arranged as a large public hall, one of the largest in the city at that time, and in this hall many prominent events took place, including the first appearance of "Jenny Lind" in Boston. The building has since been remodeled, and now there are a score of offices, and in these offices nearly one hundred clerks perform their duties each day. Employed in the building are two men who have been connected with the road ever since the depot was built. Henry F. Whitcomb has served the road for about a half a century, and has held many official positions; he is now the road's registrar, and in spite of his three score years and ten, is active and earnest in his labors. Coolidge C. Daggett is the other man, who has worked for the passenger department of the road for forty years, and is still ticket agent at the Boston depot. Both of these men could tell us many interesting details as to the great progress and change of methods in railroad management in the last forty years.

Railroad clerks are naturally of a happy and genial disposition, and with the proper environment they will exemplify this assertion to a marked degree. Such an environment was manifest at the seventh annual dinner of the Boston Railroad Clerks' Association, which took place at the American House on the evening of April 15th. There were but forty members present, but it was a most jolly party notwithstanding. Supper was served at 7 o'clock and President Solomon occupied the head of the table, with Grand President Treibler at his right, while close by was E. B. Chamberlain, the "father" of the association. At the close of the spirited attack and complete rout of the edibles, President Frank L. Solomon rapped to order, and in his address of welcome spoke of the work of the association and the possibilities for work ahead. He advocated several . radical departures in the methods of the grand body, and in careful way enumerated many of the benefits to be derived from the new policy. F. L. Putnam, of the Boston & Maine R. R., was introduced as toastmaster, and most ably filled the position, his introductory speeches being punctuated with witty remarks and annecdote. Grand President J. B Treibler, Jr., of Philadelphia, made a most stirring address, and his eloquent words were convincing and encouraging. Another speaker who gave a most earnest talk on the railroad clerks as an organization, was J. P. Manning, chief clerk motive power department N. Y. & N. E. R. R. Brother Manning's address was filled with good, sound common sense, and was most helpful in its influence. Several other addresses were given, all in a happy vein.

SPOKES FROM THE HUB.

The World's Fair excursion business has commenced, and the early trains are going out well filled.

President McLeod, of the New York & New England, has made several new appointments both in the passenger and freight departments.

Grand Secretary Solomon of the A. A. R. C. is in New York this week participating in

the naval review, he being a member of the Massachusetts Naval Battalion.

The Boston *Journal* celebrated its 60th birthday, April 24th, by issuing a 50-page paper. All the various industries of the city were written of,—and the history of the various railroads running into the city was briefly given.

H. F. Hodge, who recently resigned his position as general freight agent of the N. Y. & N. R. R. R., is to spend the summer in California.

The trainmen of the Fitchburg railroad are to appear in new uniforms June 1st, the style being similar to that worn by trainmen of the D. & H. C. Co.

ROUND.

Montana has enacted a law forbidding ticket scalping. The bill was signed by the governor on March 13th. It appears that a powerful sentiment favors the scalpers, and that an attempt to have the law set aside as unconstitutional will be made. It should be remembered that Montana is a young state. Various eastern commonwealths sympathized with the scalper until they learned to know him. Experience will teach Montana that it is not wise to put much confidence in the scalper's tale of woe.

### Highest Endorsement.

G. O. Mahaffey. M. D., the most successful Surgeon and Physician in the city of Jefferson, Ohio, speaks in praise.

Jefferson, O., May 19, 1892. It is a fact now being made manifest to the medical profession generally that in electricity we have a powerful remedy, and one capable of great good in many diseases of both men and women. I use it successfully in my practice. I have for some time been familiar with the methods of application and the electromedical inventions of Dr. G. F. Webb, and in my opinion he has, if not the most perfect and practical body battery appliances ever invented, it is certainly the equal of any both for ladies and gentlemen, and the benefit I have observed in many cases of chronic constipation alone is certainly worth the price of the appliance. .

# Facts Tersely Told.

G. O. Mahaffey, M. D.

Trains on the Nickel Plate road now arrive at and depart from the new passenger depot, corner Clark and Twelfth streets, Chicago. The Chicago ticket office is at No. 199 Clark street, in the heart of the business portion of the city.

### ORANGE BLOSSOMS.

BROTHER THOMPSON GRACEFULLY FESTOONS
RARELY METWITH'S BEARDLESS BROW
WITH FLORIDA'S FRAGRANT

FLOWER.

PIETOWN, March 27th, 1893.

UST as it was a comforting and a cooling thought to me on many a hot day and night last summer to remember that I had a frost-fretted friend in cold-climated Canada,just as it made the oppressive heat almost unnoticed as I lie down at night to know that Jimmy Dart had to tuck himself under eleven blankets and one hot Scotch—or vice versa to keep from freezing to death, so it has been a cheering and a warming and a glowing experience to me through the bitter cold winter, now happily past, to know that fervid Florida held in its tropical heart even as good a friend of mine in the balmy and beaming person of S. Boteler Thompson. On many a day in January last I perspired through the streets clothed only in a burning recollection of my sun-kissed friend Thompson. And to-day's mail has brought me, in the shape of a shower of rich orange blossoms, a decided proof of this latter gentleman's thoughtful and kindly feeling. The intense green of the leaf forms a striking background to the delicately-shaped and gleamingly white blossoms, and which in their rounded, unopened state somewhat resemble lilies of-the-valley. Their distinct and pleasantly pungent odor tells me even better than words of that sun-blessed land of Florida. In fancy I revel in its ardent and perfume-ladened atmosphere; I pluck its luscious fruits; I dream in drowsy ease and softened rapture glad reveries that swim me in a haze of halcyon happiness; and with a wild shriek I hastily curl my legs up under me as I imagine a certain pattern in the carpet is an openjawed alligator charging ravenously upon me!

But I suspect that Brother Thompson is something of a mind reader,—a sort of foreseer of coming events. Else why did he happen to send these orange blossoms so close upon the eve of Major Little's marriage? It could hardly have been chance; it is much more likely that Thompson divined matters and fearing he could not be present in person wanted to help on in spirit those high festivities which usually take place "when the foam of the bride cake is tossed and the fierce orange blossoms grow yellow."

And it shall be as he would have it, for I have arranged to have a portion of these lux-

uriant sprays made into an orange blossom pie to crown with glory and gladness the Major's wedding celebration.

Even as their peculiar, penetrating fragrance shall rise up then to flavor the pie and scent the air and put a ghostly touch of Brother Thompson upon everyone, so now does it blend with my thoughts and mingle with my ink, to at last find its way back to its Florida home bearing reports of my pleased and thankful feelings.

RARELY METWITH.

There is an advertisement in the Nonconformist this week that deserves special attention. We refer to the \$1.50 watch advertisement of R. H. Ingersoll & Brother of New York City. Not only is the firm a reliable one, but when it comes to a good watch for a small amount of money those offered surpass anything we have ever seen, and it is truly marvelous how they can be sold for the price asked. They are especially made for the farmer, and we heartily endorse them. There are so many fake watches advertised by snide concerns that such offers as this are distrusted on sight. They are large and handsome and give satisfaction in every case.—American Nonconformist, Indianapolis.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

# FAT FOLKS REDUCED

-BY-

### DR. SNYDER,

The Successful Obesity Specialist.



Mrs. Alice Maple Oregon, Mo. Weight: Before treat ment, 820 lbs.; after treatment. 168 lbs.

The following persons have taken treatment of Dr. Snyder, with loss of weight as given below. They will cheerfully answer all inquiries if \*tamps are inclosed, MRS. RACHEL C. JOHNSON, Wt. Before, Wt. After. Loss Pacific Junction, Iowa... 325 lbs. 178 lbs. 178 lbs. MRS. ALICE MAPLE,

MRS. SARAH BARNER,
1311 SO. Fifth-st,
Leavenworth, Kas....... 275 lbs. 170 lbs. 105 lb.

### PATIENTS TREATED BY MAIL.

Confidential. Harmless and with no starving, inconvenience, or bad effects. For particulars call, or address with 6c in stamps.

DR. O. W. F. SNYDER,
McVicker's Theatre Bidg., CHICACO.

advise their patrons accordingly. The instruc- your railroad check before you leave Chicago. tions are as follows:

YOUR BAGGAGE TO WORLD'S FAIR.

Don't take any.

Use satchels and carry them.

If you must take some baggage, plainly mark with your name and home address in full.

Check it yourself.

Don't allow anyone else to do it.

See for yourself that the number on the duplicate given to you is the same as that on the one strapped to the trunk.

Check it to Chicago.

Don't check it to Exposition grounds or suburban stations.

Keep memorandum of check numbers and initials, with date and point at which they were obtained.

Take the expressmen's badge number.

Don't give your checks to transfer agent on train going into Chicago unless he gives you claim check in exchange.

Coming back don't give your baggage to expressman unless he gives you depot claim check in exchange.

If you should get a depot claim check, be sure and get it exchanged at the depot for GRO. DE HAVEN,

General Passenger Agent.

Chicago & West Michigan R'y. Detroit, Lancing & Northern R. R.

Are you going to the

# WORLD'S FAIR?

If so, apply to the

# Station Agent Locating Bureau,

and secure . . . first-class accommodations.

. . .

LOCKWOOD & WRIGHT,

6312 Wentworth Ave., Chicago.

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IF SO. THIS WILL INTEREST YOU.

No brush, no blotters, no water tubs. Perfect copies, Little Time. Great Convenience.

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THE GREAT AND ONLY

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DBTROIT.

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Mention The Station Agent when you write.

# GEO. H. RICHTER & CO.,

92 Franklin St., BOSTON, WASS.

# TAL STOCK \$500,000. 20,000 SHARES, \$25.00 EACH. Organized under the auspices of the Railway Agents Association. housand Shares now offered to Bonded Railroad Employes on Easy Terms of Payment. A NEW SYSTEM OF SURETY AND INDEMNITY BONDS. Opose to protect the Agent as well as the Company with Ample Security for Both. TICE. We want ten first-class solicitors at once to canvass for stock subscriptions. Liberal terms. Must be able to at of references and bonds. A splendid opening for the right parties. Iress all communications, R. W. WRIGHT, Acting Secretary and Treasurer, CLEVELAND, 0. Railway Surety AND

CAPITAL STOCK \$500,000.

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10MN HOLLAND'S PERFECTION FOUNTAIN PEN is absolutely the best. It is reliable and durable. If not sold by your stationer or jeweler send for price list to the IOHN HOLLAND 60LD PEN CO., 19 W. 4th Street, Cincinnati. Manufacturers of Gold Pens, Pen Holders, 1 1 1 1 1 1 1 1 1 Pencils, Etc.



r. : Escapes, Stable Fixtures,

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# The Forest City Wire & Iron Company,

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Dry, Ready Mixed for Use and Paste Form. Dark Slate and Brown Color. Graphite is recommended particularly for covering iron and steel roofing and siding, smoke stacks, locomotive boilers, bridges, fences, wood and iron vessels and all kinds of wood and iron construction work. Graphite being a form of carbon cannot be affected by acid, alkali, steam or gas. All our paints guaranteed to be first class. Our paints are used by nearly all the railroads and car builders of the country. Prices and samples furnished upon application.

In writing for prices mention THE STATION AGENT. Office 154 Merwin St., Cleveland, O.

EEADING HUMBERS 048, 14, 130, 333, 161.

The Esterbrook Steel Pen Co.

26 John Street, New York.

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Ten Thousand Shares now offered to Bonded Railroad Employes on Easy Terms of Payment.

> A NEW SYSTEM OF SURETY AND INDEMNITY BONDS.

We propose to protect the Agent as well as the Company with Ample Security for Both.

Write for particulars. Every Railroad Man Should Interest Himself in this Company.

We want ten first-class solicitors at once to canvass for stock subscriptions. Liberal terms. Must be able to give best of references and bonds. A splendid opening for the right parties.

Address all communications,

R. W. WRIGHT,

Acting Secretary and Treasurer, CLEVELAND, O.

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R. W. WRIGHT,

Acting Secretary and Treasurer, CLEVELAND, O.

called on to say something when I don't know a thing to say, and haven't any words to say it in. And you all understand how it is that the less a man knows the more talking it takes to conceal the fact. But I know this: Out here at 58th Street Station on the P W. & B. Road is a sign board reading "PRESBYTERIAN WIDOWS' HOME," and at the end of the wording is the representation of a hand with the index finger pointing straight up. And that's how I know that Bob Beatty will never be a Presbyterian widow. It is the fashion of mankind to strive hardest and most persistently to do that which they are the least able and the least fitted to do. With the majority of us it is always the same old thing of reaching out after the unattainable. And so it is with me. Now, I have a pretty good voice to scale fish with, or to open canned tomatoes with, or to burn paint off a door with, or to throw a street car off the track with, or to dig a grave with; but for singing, I know very well, and so will you directly, I haven't any voice at all. Nevertheless, I am going to sing to you. And if I can get you so enraged over the words of the song as to render you oblivious to the tune I think I shall make a good escape." And then, pitching the tune four octaves too high, he sung, or did something with his voice he called singing, the following words to the air of "The Wearing of the Green." song is printed here only at the urgent and prayerful solicitation of Mark McGrillis, who was detained at home winding up his nine raffle-won clocks and did not get to the meeting. The words are given here and the tune will be securely tied up in a two-pound paper bag and mailed to anyone who will send a 9-cent stamp and a lock of their hair to Harry Martin, and indemnify him against all prosecution).

Oh, Q. C. boys, and have you heard the news that's going 'round'

Jack Rogers in a pawn-shop was one day last week sore found.

He'd been pledged there by a widow who thus sought to raise the price

Of a comforting four cornered little ten-pound lump of ice,

And which she said she wanted, with pride her bosom swellin'.

To cool the red interior of Cardeza's watermelon.

## CHORT'S

Oh, I met with Billy Conard and he gave me a cigar And the blamed thing burst and blew me ten times higher than a star.

Oh, Billy, just how could you treat a mortal man so mean

And start him off, as you did me, a swearing fairly green.

Then there's rippling Major Little going to cease his bachelor strife

And lavish his affections on a charming little wife.

And they say that when the time comes all the boys

will stand close by

And after him for good luck each will hurl a freshbaked pie.

But as Murray here can't throw straight on account of rheumatis

He's going to load a cannon and then let her go gee whiz!

### CHORUS:

Oh, I met with Billy Raynor, who had just devoured

an ox,

And who yet was strangely empty from his hat down
to his socks,

For the more he eats it seemeth he more he doth grow lean.

And the more his boarding mistress keeps a swearing fairly green.

As for Ramsey and Bob Beatty, Mark McGrillis and that clan.

With Bob Smith and Ed Wallace, they are figuring out a plan

For to steal the blood red whiskers from Fine Cut Price's chin

And a wig for bald Sam Hutchinson to somehow work them in.

Though our friend the great inventor, Appleby from Delaware.

Says he always finds a derrick's best to "raise" a head of hair.

### CHORUS:

Oh, I'm Metwith—Rarely Metwith—and I really think it best

That I should cease my warbling and give you all a rest, For if I do not soon stop and vanish from the scene I'll have you all, I'm pretty sure, a swearing fairly green.

Even though "Rarely" had attempted to prepare the assembly for the horrible torture of voice and tune which he knew he would subject them to, it was much worse than they expected, so that at its conclusion there was not enough vitality left in the party to kill him. But finally there was a slight revival, and Billy Conard lassoed him with a piece of pink string, Billy Raynor knocked him down with a violet, Major Little chloroformed him with a drop of peppermint, Charlie Murray stabbed him with a wet sponge, and Bob Beatty picked him up in an orange spoon and carried him out and fed him to Joe Cardeza's poll-parrot—the parrot being very fond of something green.

Next in order came the Ziska Male Quartette, who, with direct reference to Major Little's state of feelings, sung with much spirit the jolly song, "Oh, My! How I Love You," and sung it so well that Harry Martin took from his pocket a photograph of a lovely young woman and rapturously shook hands with it. Mr. Ramsey then called up Mr. S. H. Wallace to tell the company something of his recent trip to the Pacific Coast. This Mr. Wallace did in a very pleasing and able man-

be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, The STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause.

	We, the undersigned, are personally acquainted with the above applicant and certify that he is a person of good moral character, of temperate habits, and believe, if admitted, he will make an honorable member of the Association.			Enclosed Fees,		Company at	said Association. I am at present employed by the	and I do hereby affirm that, if accepted, I will support the General Constitution and General Laws of	eligible to membership therein, I hercby apply for membership, under the jurisdiction of your division,	To Officers and Members of
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Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

The Station Agent's World's Fair Office will be the headquarters for agents during the Exposition. Don't fail to inform yourself on the subject.

## Future of the Station Service.

[Paper prepared for the meeting of Missouri Division, Railway Agents' Association, by A. R. Van Giesen, Monett, Mo.] JeABOR unions, labor brotherhoods, labor

associations, labor societies and labor

combinations have of late years been so numerous and of such rapid growth that they have forced into the very foreground of the social, the economic, and even the political field, the labor questions, until it is recognized as one of the great and burning questions of the age. The social philosophers are predicting chaos; our newspapers discuss it; the scientific are attempting to solve it; and the politicians are bowing in abject fear and cowardice before its apparent strength and rapid growth. Why is this? Why the formation of these numerous societies? Why their rapid growth? What are Their aims? Have we anything to fear from them? What will be the end? All these questions are variously answered. To be charitable toward the respondents, though we may show their error, we can say that on the standpoint from which they approach the subject, their answers are mainly founded in fact and reason, but fail of right conclusions from other causes.

The rapid building of railways and the Z consequent unprecedented growth of our country and its population; the invention of O the sewing machine, the cornplanter and the reaper; the discovery of the means by which the lightning is chained to man's chariot of progress, are and have all been factors in the revolution that labor is undergoing. Already man's fingers are too coarse, clumsy and slow for the pace that these inventions and discoveries have called forth; already the steel finger is more delicate, more accurate, more precise, more trusty, and more tender than that of Z man. The whir of the shuttle is sweet music. to the poor slave who was the heroine of the "Song of the Shirt." Without this the sewing of the world could not be done; without the complanter this glorious land of ours must go back to the early fifties. Stop the click of the sickle and many an one must go hungry or fewer be fed. Stop the iron horse in his mad effort to annihilate time, and business must cease. Unchain the lightning and the world would stagnate.

All of these agencies, all of these factors have been and are to-day at work producing the condition of society that we have. In a narrow sense there were labor unions prior to the formation of that great one, the Brotherhood of Locomotive Engineers, but none was so organized that the outside world was so

affected by their acts, and none so thoroughly covered the workers of any particular art or trade, none were so successful as has been this one. But these deficiencies did not cause their failure nor does the possession of them 10-day make the success of this great society. Few of the philosophic and fewer still of the members of that brotherhood have ascribed their success to the true cause. We often hear them claim that it is from their thorough organization or from the implicit obedience to the will of their dictator. From these ideas I think we may clearly trace the organization and growth of each of the great railway labor societies, and from their success this superficial view has obtained much of its power and more of its believers. But beneath and beyond this there must have been and is something more potent than would be these weak factors in producing the visible results. What is this? We opine that it is nothing less than the mighty power of justice. In the early morning of railroad operating we find that the engineers were receiving little more average wages than were those engaged in labor that required about the same amount of care or expenditure of muscular effort. As the acceleration of speed became necessary the factor of increased danger was quickly seen, and as the increased business of the country by its rapid settlement and development was ever calling for increased facilities, the combination of weak and almost bankrupt roads into great trunk lines with their immense and growing revenues, quickly demonstrated the fact that the business was that of an increasing monopoly and that the revenues, while constantly and rapidly increasing, were being unjustly divided. The engineers were the first to see and act upon this view. But public opinion was already ripe to endorse their demands and the public willing to suffer the inconveniences incident to a state of war or siege, when the first great battle or strike was declared. While in some cases the engineers have failed it has only been when they forgot to found their demands on the firm rock of justice, or been mutinous toward their head. In the recent past the great battle with the C. B. & Q. was fought on insufficient grounds and was undoubtedly lost on this account, and still more recently the Ann Arbor strike, which, though insignificant at first, now involves questions of such deep import that every thinking American must be studying the situation, and many are trembling with the fear that American liberty and American manhood have received in the decision of Judge Ricks a blow from which they will never recover, and that both must perish if that decision is sustained by the tribunal of last resort; that the proud liberty-loving American must bear the yoke of a slavery more galling than was that which cost, within our memories, rivers of precious blood and untold millions of treasure. It is not necessary that we should declare that this decision is the polluted utterance of a corrupt judiciary. We can hope that in the revision that will come this point will shine out all the brighter, when this apparently willing tool of corrupting and blasting influences has been reversed; we can hope that the judiciary will cleanse itself of the least suspicion by rendering a decision that shall restore the confidence of the American people in that bulwark of their liberties. This strike, which would undoubtedly have succeeded had not the courts lent themselves to its overthrow, cannot be decided a failure on the part of the engineers, and may yet prove a most signal success for them. That it has not discouraged them nor dampened their ardor is quite apparent, as they are making ready to meet this obstacle to their further growth in the court of last resort. evident they at least believe in the justice of their cause and its ultimate success. therefore reach the conclusion that their successes are founded on that principle, and that their demands, though at times apparently extravagant, have been in the main so just and fair that opposition to them could not be successfully maintained. We have now shown the basis upon which their success has been attained, and we believe that the same general conditions are operating to aid the other societies to the same result. Their aims primarily were for an increased compensation and less hours of dangerous labor, with prescribed limits as to their duties. To accomplish this the morale of each society has been set at a high mark, the result being a gradually improved standard of moral character and a higher grade of intelligence necessary in the membership. All of these factors argue a permanence that has not generally been conceded them. The question now comes, Have we anything to fear from these societies? By the pessimistic it is often said that these combinations threaten our moneyed corporations and even our government. I believe this a very superficial view, for while it is possible that they may become, through self-interest. too exacting in their demands, or possibly under the leadership of ambitious demagogues they might forget the duties that are above and beyond those they owe to these societies. still an attempt to enforce demands that might

explained. If necessary to use expletives to make our words of greater force, why not choose from a vocabulary which at least would not shock the ears of our mothers and sisters. For a railroad man suppose we adopt a code which shall be appropriate as well as euphonious; for instance, something like the following:

Mildly Emphatic. Crooked cowcatcher. Cantankerous carspr'g. Solitary sandbox.

Considerably Ruffled. Hopping headlights. Bouncing bellcords. Jumping journals.

Whooping whistles!

High Pressure Mad.

Smashing smokesta'ks! Is there a moral to all this? Of course there is. I knew a profane man once who decided to try the above plan, and determined to substitute for his habitual oath the expression "Crinkly cucumbers!" The oddity of the expression called his own and others' attention, and he awoke to the fact that he was using it about sixty times an hour on the average. Thus, to sum it briefly, he saw how unconsciously the habit of profanity had grown upon him; how unnecessary it all was, and so he finally dropped the superfluous words entirely. Explosives are sometimes valuable, but parasitic pyrotechnics are dangerous.

Ripping railjoints!

The New England Railroad Agents' Association at their May meeting presented a very pleasant entertainment, consisting of music and humorous recitations, all of which was highly appreciated by those present. Arrangements for the annual summer outing will be made this month.

### THE RECORD OF A MONTH.

A. A. McLeod has resigned the presidency of the Boston & Maine railroad.

The Boston & Maine and Concord & Montreal railroads are not yet "hitched."

Important changes on the Old Colony system are predicted for July 1st.

George Mitchell, a telegraph operator at Shelburne Hills, Mass., was surprised by a burglar on the morning of May 13th. At the point of a loaded pistol Mitchell was compelled to open the money drawer, which, however, contained no funds, after which the burglar took him out to an empty freight car and locked him into it.

C. E. Thompson, an agent of the Boston & Maine railroad for twenty-eight years at Howe's station on the Lawrence branch, died very suddenly May 13th.

Stephen H. Nason, for thirty years a con-

ductor on the Old Colony R. R., died at his home in Roxbury April 20th.

Bourne station on the Old Colony R. R. was burglarized May 12th and a few railroad tickets stolen.

The station of State Line, N. H., on the Pitchburg railroad, has been made a prepaid station, and the agency discontinued.

M. E. Porter, who was agent of the Old Colony railroad at South Hanover, Mass., died April 23d, of pneumonia.

The freight house of the Starin Transportation Company at New Haven, Conn., was destroyed by fire May 7th.

Henry E. Chamberlin, for eighteen years agent of the Boston & Maine R. R. at Penacook, N. H., has retired and accepted the position of superintendent of the Concord Electric railroad.

W. R. Babcock succeeded A. C. Kendall as general passenger agent of the New York & New England R. R. May 1st.

Geo. E. Van Etten, formerly agent at Schaghticoke, N. Y., has been appointed agent of the Fitchburg railroad at Townsend, Mass., to succeed H. H. Whitney, the latter having gone west.

Burglars visited West Pownal, Vt., station in May, and took about four dollars in money.

### THE DARK SIDE.

April 20.—Frank E. McNulty, freight conductor on Central Vermont railroad, killed at Lyndonville, Vt., by falling between moving cars.

April 22.—Frank Cowan, brakeman B. & M. R. R., crushed to death at Ayer Junction while; coupling cars.

May 3 — William Logue, brakeman on the Old Colony R. R., crushed between two cars at Readville, Mass., and died shortly after.

May 6.—William Craine, brakeman Boston & Maine R. R., left arm injured while coupling cars at Somerville.

May 7.—William Gleason, freight brakeman Old Colony R. R., killed by falling between cars at Quincy, Mass.

May 7.—Elmer Mears, freight engineer Fitchburg railroad, struck in the head while entering Hoosac Tunnel, and skull fractured.

May 10.—James Donelly, freight brakeman Fitchburg R. R., asleep on track at Charlemont. Struck and instantly killed.

May 19.—Charles Wilson, brakeman Boston & Albany R. R., run over and instantly killed at Boston.

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M. J. CATON, President.

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Send stamp for samples and full particulars.

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Send \$2.00 for a CROWN Fountain PEN-

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... SEVENTEEN JEWELED ...

IN THE WORLD ...

"CATCH, THEM, O CATCH

uttered this, hours were hardly as val-When dear old Sam Johnson read or

ţ

THE TRANSIENT HOUR."

as seconds. Split Seconds were unheard of, and instead of the fast Express, the people of those days had only the lumbering Stage Coach. Now, a second may mean your missing a train; may mean the loss of thousands, perhaps hundreds of thousands, and may mean life or death. Any way you take it, seconds mean money; therefore, the purchase of a

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Acting Secretary and Treasurer, CLEVELAND, O.

results indicated in the transportation building, where electricity and air are the sons and helpers of steam and commerce.

The marbles of Praxiteles, the Venus of Milo and Laocoon still point art students to the higher uses of clay and the chisel. The entrance halls to this room attest the value of the Greek examples. The paintings of Angelo, Murillo, Rubens, Holbein and Raphael are standards of emulation for pencil, brush and pigment. The temple of Solomon, the pyramids, the ornate beauties of Indian architecture, the strength and graces of St. Peter's and St. Paul's and the Cologne cathedral, remain eloquent marvels of uplifted stone.

The able chief of the transportation exhibit has well said of the architecture of the exposition palaces that the greatest adulation they can receive is that they equal the ancient temples of Athens. The beauties of Etruscan jewels still stimulate our lapidaries and gold workers. We find excellent substances and forms of potteries in prehistoric mounds, in Pompeii, and in old Dutch blues. The ancient porcelains of China outvalue in texture and hues royal Worcester and Sevres. Vischer worked artistic hammered iron in early days of Nuremburg. We still admire the old Flemish and Gobelin tapestries. There were fine linens and throne robes in the days of the Saviour and Solomon. The elder embroideries of Chinese needles are unsurpassed, and the loom of Jaccard remains the maximum facility of the weaver. Persian and Turkish carpets have not been out-colored since the days of Omar. In all these antiquity is value. Not so with steam transportation and its electrical adjunct. Their riches are modern. They are nineteenth century plants. Nor are they lost arts regained. Steam power is a modern discovery and resource which has made locomotives the comets of the land, freight cars its argosies and Pullman cars its palankeens. From the donkeys which carried water jars from the Nile to adjacent sterility, onward to the compound engines of the Baldwin locomotives and the Majestic, which carry yet greater fructifications, are strides which outwalk all other journeys of thought. Between the old Mohawk & Hudson passenger carriages and the palatial traveling homes of Pullman and Wagner, and from the Santa Maria to the Fuerst Bismark there are vast steps. Moreover, the exhibits of steam transportation lie almost within two generations. Not until January 1, 1890, did Horatio Allen, who let steam into the first locomotive cylinder in America, touch his eternal pillow. It is but sixty-eight years since "The Rocket" first ran, and it is fit and just that we acknowledge England as the father of the steam valve, and thank the gods that the problem was solved in our language and then taught to other nations in theirs. It induces us to condone the tea tax.

When associated in the management of that pioneer American railway company, the Baltimore & Ohio, I found among its old papers its original stock subscription list. Recorded there were the signatures of Americans who came to honorable fame. They were Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence; Roger B. Taney, whose career as Chief Justice of the Supreme Court was a synonym for learning and justice, and George Peabody of lasting philanthropic memory and benefactions. They represented independence, equity and honorable finance, going hand in hand to secure improved inter-communication. The Baltimore & Ohio Company received the first American railway charter February 28, 1827, and when Charles Carroll of Carrollton laid its corner stone July 4, 1828, at Mt. Clare, near Baltimore, every one of the historical company present wore a badge bearing his likeness and name. May 10, 1869, less than forty-one years thereafter, the iron rails first laid at Mt. Clare were continuous to the Golden Gate and a golden spike had joined them. It is almost impossible to conceive that the vast American railway system, now 197,000 miles, will be only sixtyfive years old next month. The lives of many hale men span from the first meeting of citizens of Baltimore to advocate the work, to the splendid railway contributions and triumphs at the Exposition.

Against the phenomenal land career of this steam prodigy the Campania and New York are the slower growths of centuries of naval architecture. Although steam was used on the sea before it was utilized for land transportation, we cannot resist the suggestion that while it took 1492 years for mariners to get from Palestine to America over the seas, the power of steam traversed a farther distance from Liverpool to San Francisco over both seas and mountains in the forty-four years between 1825 and 1869.

Opposing their forces laid the doubts of the world, now vanquished. Commerce no longer has any frontiers. The world is one field and market to the locomotive and the screw. The steam whistle is the earth's huzza, and the throttle and the rudder are the best guides and instrumentalities of human development, peace and unity. You

utilities and forces. It was the wise conception of President Bonney, that reflective discussion would, after observation, stimulate yet more forceful, beautiful and useful purposes and forms, and thus enhance the facilities and values of life. This is not only true of thought related to visible things, but of that higher quality of the mind which limns more beautiful and useful pictures in the chambers of contemplation than those which hang in the galleries of art.

These congresses are, therefore, meant to develop better models in intellectual and upper life as well as improved shapes in iron, wood and marble. In that respect its place among world's fairs is unique and adds to the superiority which marks its every other department.

Mr. President and Mr. Chairman, I thank you again for our craft. On its behalf I wish for each of your departmental congresses an abundant issue of success, and that it may become greater hereafter when your discussions in these swift days are reflected upon at the desk and the fireside.

An excellently appointed Dining Car Service makes travel on the Nickel Plate Road a luxury.

### A Circular Letter.

THE following circular letter has been sent to a large number of general passenger and freight agents of the country, and we repeat it here to all who may see this magazine, whether officers or employees:

The objects of THE STATION AGENT are to instruct and unify the great railway fraternity; to create discussion and investigation and thereby broaden observation and knowledge.

You can assist us: First, by personal correspondence and expression. Second, by mailing to us your circulars and general orders touching reforms in means and method. Will you do this?

We shall be pleased to have you call upon us. To feel that our columns are open to you at all times for "living topics of the day." We sak your assistance and your criticism, for by these means we improve.

Please do not put this in your waste-basket unanswered.

Give us statistics, orders, circulars, or personal experiences—anything, everything which might in the least instruct, amuse or interest the readers of THE STATION AGENT. We want it to be always a magazine of the *people* both in and out of the railway service.

The Nickel Plate Road's improved Passenger Service approaches perfection.

# Our New England Letter.

[From Our Regular Correspondent.]

JUNE roses got side-tracked, and did not arrive until very late in the month, the weather according to the almanac was summer but according to the reality it was bleak autumn. July, however, started in with real boiling patriotic weather, and unless the east wind throws it out of gear, there is liable to be old fashioned, fire-cracker and sky-rocket weather on "Independence Day."

The New England Railroad Agents' Association is arranging its annual summer excursion, the details are not all settled at this writing, but it is quite probable that Saratoga may be chosen as the objective point. These summer excursions are bright in anticipation and glorious in realization, it is a pity that every New England agent cannot participate. The small amount of money outlay is a very profitable investment, and the pleasure derived, the happy acquaintances made, and the bringing together of so many railroad agents, results in making the every day life much brighter.

The new depot of the Boston & Maine railroad in Boston, is progressing rapidly in its construction, and already one gets an idea of its large proportions. It will have ample facilities for handling the extensive business of both the Boston and Maine, and the Fitchburg railroad. A portion of the depot is expected to be ready for use in three months.

The Old Colony railroad passed into formal control of the New York, New Haven & Hartford R. R., July I, and many changes were made in management and methods on that day. President Clark issues a general order which embodies the following changes and appointments:

Lucius Tuttle, vice president, will have general authority over all departments reporting to the president; C. S. Mullen, second vice-president, will have general charge of traffic; J. R. Kendrick will manage the lines east of New London; W. L. Squire will direct the deposits of receipts; H. M. Kochersperger, controller, will have charge of accounts, collecting and disbursing of all the revenue, and will be assisted by S. C. Fleetwood, F. B. Bertine and J. Mackrille.

George L. Connor is appointed passenger traffic manager, J. N. States will have charge of all general ticket department matters, George W. Little is appointed general baggage agent, and R. F. Wetheral is appointed assistant general baggage agent.

W. H. Frye, superintendent of car department, will have charge of all shops and car equipments.

Henceforth all the lines of the consolidated company west of New London will be known as the New Haven system, and all the lines east of New London as the Old Colony system.

The New Haven systen will be looked after by C. H. Platt, who will have general charge of transportation, motive power and card departments; John Henney, Jr., will be superintendent of motive power; N. A. Wilcox will continue as general freight agent, and C. T. Hempstead as general passenger agent.

The Old Colony system will be managed by E. G. Allen, general superintendent; J. N. Lander, superintendent of motive power; L. N. Marshall, superintendent of Providence division; F. G. Spencer, superintendent of Worcester division; J. B. Gardiner, superintendent of Stonington division; C. A. Mc-Alpine, superintendent of northern division; J. C. Sanborn, superintendent of Plymouth division; A. S. Ackley, superintendent of Taunton division; J. H. French, superintend ent of Cape Cod division; C. Peter Clark, general freight agent; George L. Winlock, assistant general freight agent; J. M. Williams, general eastern freight agent; A. C. Kendall, general passenger agent; O. H. Briggs, general eastern passenger agent.

### THE RECORD OF A MONTH.

Frank Jones has been elected president of the Boston & Maine R. R. Vice President Niver has retired from the service of the company.

A five-hour train from Boston to New York is an assured success, such service having been inaugurated June 26, over the N. Y., N. H. & H. R. R.

Frank H. Green, has been appointed agent of the Firchburg, railroad at Ayer Junction, Mass.

Edward H. Rogers, agent of the N. Y. & N. E. R. R. at West Medway, Mass, has resigned after a seven years service and is succeeded by J. W. Udell of Slatersville.

J. L. Snelling has been appointed foreign freight agent in Boston of the N. Y. Central & H. R. R. R., succeeding Mr. Edward Wally.

J. W. Dodge has been appointed assistant general freight agent of the Fitchburg railroad.

D. W. Linton has been appointed agent of the Boston & Maine R. R. at Bellow Falls, Vt.

A new union depot is to be built at Walpole, Mass., this summer in place of the one recently destroyed by fire. The handsome new depot of the Fitchburg railroad at Marlboro, Mass., was opened to the public in June. The dedication which took place June 5th was quite an elaborate affair and was under the auspices of the Marlboro board of trade. All the prominent city and railroad officials were prasent and an elegant banquet was served. The station is in charge of Mr. David Powers one of the most enterprising and popular railroad men of New England.

A. R. Hersam formerly ticket agent at Gardner, Mass., has been appointed assistant ticket agent at the Boston stations of the Fitchburg, R. R.

A rumor as to the probable lease of the Concord & Montreal railroad by the Fitchburg railroad, has been in circulation but apparently without any foundation.

Frank A. Spaulding, agent at Walpole, N. H., and T. P. McCurdy of Winchendon, Mass., are among the World's Fair tourists.

John Whitmore formerly traffic manager of the Fitchburg railroad, died in June after an illness of six months.

G. A. R.

# A Factor in Competitive Traffic.

IF one thing more than another is certain in the conduct of railway traffic it is that the competitive forces which have heretofore been controlling must ere long give way to others of a totally different cheracter. Heretofore, railway traffic has been bought and sold like any other commodity, going to the highest, or rather the lowest, bidder. In other words, rates have been, and to a considerable extent still are, relied upon to secure business, established rate sheets in the not very distant past being chiefly useful as a basis from which to cut. Unless all signs fail, this much used and much abused method of securing traffic will perforce soon be abandoned, and other and more legitimate practices will prevail.

Prominent among prospective methods, and possibly the one that will prove the most effective, is that of courteous accommodation, by which is meant the ready and cheerful doing for the accommodation of patrons all that is possible within the line of duty. This may be well illustrated by two incidents which occurred some years ago upon a western road, possessing at that time an enviable reputation and a large traffic. A gentleman traveling with his wife and two small children arrived via another line at the connecting point of the road in question nearly one hour behind the leav-

est (?) penny should say to a passenger going east by way of Buffalo, but intending to stop at Niagara Falls: "When you get to the Falls, go into a scalper's office and he will pay you five dollars for the Michigan Central coupon" -which will still be attached to the ticket-" and furnish you with a ticket to Buffalo, from which point the ticket you hold will be good." By an arrangement with the scalper at that point the coupon would be returned to the enterprising official and not reported in the monthly account to connecting lines, the result being that the difference between the amount paid for the coupon by the scalper and the amount received for the coupon by the railroad official would be divided between the parties to the transaction.

Or, suppose another case, where a scalper is employed to sell the original ticket. What is to prevent the sale to a traveler going to St. Paul of a ticket to a point on, say the Chicago, Milwaukee & St. Paul road, beyond that point, making an arrangement with the traveler to turn the ticket over to a brother scalper in St. Paul on his arrival and receive there a stated sum. The original seller of the ticket could then account to the road for which he was operating for the sale of the ticket, reporting it, however, to Milwaukee or some other nearby destination instead of to the point for which it was originally made out, and it would so be reported in the monthly account to the St. Paul company, which company not having any means of checking the ticket because of the absence of the coupon, would be obliged to accept the account as rendered.

It requires no great knowledge of railway business to understand in how many ways and with what profitable results such schemes could be worked. And all the more readily because men, honest in all other transactions, would readily join in such a scheme to beat a railroad, and who, instead of reporting to the defrauded company the facts in the case, would cheerfully pocket the gain coming to them out of the transaction and chuckle over it.

In view of the possibility, to say nothing of the probability of such practices as these, it would appear that for self protection the roads should take up all coupons for passage over their lines when first presented, and issue to the traveler a local ticket similar in principle to the duplex ticket now so generally used for train fares. These local issues could be arranged so as to meet all possible contingencies, and would supply a perfect protection against the practices herein referred to.

# RARELY METWITH'S BUDGET.

AN ORIGINAL RECIPE FOR PIE — VARIOUS

TOPICS APTLY TRRATED BY OUR PHIL
ADELPHIA CORRESPONDENT.

HAVE been challenged by a Wisconsin woman to publish in THE STATION AGENT an original recipe for a pie; or a recipe for an original pie, just as you prefer to phrase it. I think in the end she will admit that the recipe and the pie are both original. This jewel of her sex writes that as I am so continually harping on pie-so everlastingly chewing it over, as it were, she thinks I must by this time be fully fitted to originate a new kind, but she doubts if I am and dares me to the test. I am by inheritance and schooling of a very shrinking nature. Ordinarily I outshrink the flannel shirt twenty to one. And on one occasion I happened on a front door step at the moment that the ice-man deposited there the day's lump of ice. Ten minutes afterwards when the girl came out to take us in she did find a puddle of water left there by the ice, but I had entirely disappeared nor was there the faintest trace to show I had ever been there. Hence I think I am justified in saying that I am of a very shrinking nature. And when it comes to standing up before a woman and answering her defiance, I can feel myself fading away like a plate of ice cream among seven of her sex. That is, I could if I were not upheld and sustained by the mighty power of pie. throwing down this gauntlet of pie she has awakened within me a Spartan courage and placed in my hand a Damascus blade! I feel the valor of Cæsar, the dauntlessness of Leonidas, the obstinacy of Alexander and the hopefulness of Napoleon coursing through my veins. I also feel a mosquito boring a hole in my neck to get at some of this rich vein food. But that's another story. Charged with the heroism born of pie I could face my mother-in-law, if I had one, and unflinchingly answer her inquiries of where I had been all night. So it is that I now so promptly and so glibly respond to my Wisconsin friend's invitation and print for her an original recipe for an original pie, namely, to-wit:

#### POTATO BUG PIE.

First catch your potato bugs. Two bushels will be enough. Stem them. Stew them slow-ly over a vigorous fire for three days in a solution of camphor and washing blue. Add three quassia-cupfuls of crushed candles, a gimlet,

and one ounce of Jamaica ginger. Now whip to a stiff froth the perfume of five onions and spread over. Then add a lump of cosmoline about as big as a snow-ball and stir in half pint of Sozodont. Flavor with hair-pins or cold water unheated to suit the taste. Your crust, which is best made of rubber door-mats and chewing gum, should now be rolled out quickly with a lawn mower, placed in the pans and the filling put in. Bake rapidly in a swift oven, sprinkle dandruff over the top and set away to get mouldy. Serve in a hanging basket with assafætida sauce.

There you are! Supposing this to be written from the office of THE STATION AGENT, you couldn't come to a better place to learn about pie than a printing office. And, furthermore, we will be glad to lend you our pie pans.

I wouldn't have felt altogether sure that this banter came from a woman if it hadn't have been for the post-script. A post-script is always as certain a sign of a woman as a hot day is of warm weather. This Wisconsin woman's post-script is characteristic of her sex. It reads: "But the real object of my letter is to ask you if there is truly such a man as Major Little? He has been pictured in THE STATION AGENT to appear so beautiful in person and so perfect in character that I fear he is not a mortal being, but the ideal dream of some poetic imagination. Ah, me! if men were only as good as we poor women often think them, then indeed would the happiness of Heaven be rivalled by that of earth!" Now, if only Jack Rogers were a single man what an opportunity he would have here to prove that man is not as bad as most women find him out to be. I can assure my fair Wisconsin friend, however, that the realness of Major Little is only equalled by his phenomenal purity and sturdy worth, and excelled alone by his extreme and unparalleled fondness for pie. She may rely upon it that he actually and vigorously exists and that he possesses all the virtues of, but not the slightest taint of the last syllable in her otherwise remarkably moral state, Wiscon-sin! As Shakespeare says,

> Doubt thou the stars are fire, Doubt horsemen ever wager, Doubt truth to be a liar, But never doubt the Major.

If I could only be as sure of the positive goodness of all men as I am of the genuineness of Major Little, I could give this Wisconsin maiden the one assurance which she needs to make this earth a Paradise for her. But, also, when I look at the blood red monkey with the sky blue face and milk white tail that

Tom Vaille presented to me in such burning words of compliment at the last meeting of the Q. C. A., and think of Fine Cut Price, and Billy Raynor, and Jack Rogers, and the other ninety-seven members of the club, to say nothing of the I. A. T. A. boys at large—and also those locked up,—I feel that I cannot, with any degree of truth, encourage her to protract her stay among us in hopes of experiencing the happiness she so longs for. Neither can I so numb my conscience as to allow me to deceive her regarding the rest of mankind, by permitting her to become acquainted with my saintly self and to believe that all other men are as good as I am. (Heaven forgive me!)

It is not at all unusual that this delightful young woman's letter—or perhaps I had better say, this young woman's delightful letter,—not that I mean to intimate that she isn't delightful, for what woman of them all isn't that? but that it isn't the wisest thing for me, a stranger, to speak so familiarly of her. At any rate, it isn't a bit surprising that she should link together the kindred topics of pie and Major Little; they are correlative forces in nature and their propinquity is but natural. The one is always contained in the other. And as to the veritableness of the Major, the mightiness and the nobility of pie are only matched by the robust is-ness of Major Little.

I thank my fair correspondent very heartily for giving me this unexpected opportunity to set pie rightly and deservedly before the world, and to thoroughly and indisputably establish Major Little's definite and irrepressible existence.

If I was given to gossiping I could tell of a certain prominent member of the Q. C. A. who was always so much out of sight and hearing when his wife wanted him to hold the baby for a few minutes, that she was finally compelled to make him wear a string of sleigh bells when at home, so that she could instantly locate him every time he made the least move.

I am glad to see that Brother Shaw has set the ball to rolling. Of course, I mean the same bawl that he means, only he dignifies it by calling it singing. It is a pleasure to me to ease his mind by telling him that I have sung my last song and given away the tune to Charlie Gladding to run trains on. You know it was in very bad time. As for the little group of Pig Whiskers he asks about, I set them up before me as a poetical reminder of Sam Hutchinson's head before the scalping-knife raced over it. As for the ink bottles, it isn't

always enough to have an ink bottle to dip into; else this requiem upon the deadness of the town would have been finished long ago in a masterly strain and immortalizing language. But one needs to dip into something other than the lifeless ink bottle even to write out a funeral hymn. I'd like to dip into Captain Cadwallader, for instance; but I can't do it because he is at this writing out in Chicago bargaining for the Blarney Stone to set in a ring which the Q. C. A. propose to present to George Palm as a delicate token of their friendly feeling. Or I would like to dip into Bob Beatty, but I can't do it as he is down in Delaware lending the glorious sunlight of his cheery nature to the ripening of the peach crop, and he is putting such a glowing spirit of warm-heartedness into the work that every peach will come to market in such a perfectly ripened condition that the young man and his "Sister Sue" who used to beseech us in song to "Listen to His Tale of Woe" will have no little green peach to complain of this season, that's sure. Or I would like to dip into Wash Hambright, but he, too, is out at the Chicago Fair seeing what it is makes the Ferris Wheel go 'round. Or I would like to dip into Locomotive Ramsey, but he has gone to Washington State, they say, to Seattle. I don't know what he wants to see Attle for, but I'm sure Attlebury all his sorrow when the jovial Ramsey flashes his genial and merry self upon him. Or I would like to dip into Thomas C. Morton, but he is charging around through Illinois in such a hazy halo of newly-wed happiness that I might as well stab at a streak of lightning with the expectation of touching it. Morton also has a new high hat on his trip, and the responsibility of it and the natural confusion incident to a just-married-for-the-first-time man caused him to get a little frustrated at the hotel, and before he recovered himself he had registered "Thomas C. Morton and Hat." But he'll balance up in time, and here's wishing him and his good wife a thousand years of wedded happiness. Or I'd like to dip into Billy Conard, but he, too, is-or ought to beout at the World's Fair sampling Johnson's pop-corn and learning for himself whether there's greater loveliness to be found at the Fair's International Beauty Show than at the Q. C. A. Beauty Show when it brings out its wives and daughters and sweethearts. Or I would like to dip into Jack Rogers, but you all know I dipped into him once before and got stuck fast for a week. Besides, he's out at Chicago, too, filling the balloon for them one day and dazzling them as an electric light the

next. For Jack is a brilliant fellow, as well as a substantial inflationist when it comes to a healthy enlargement of business. Or I would like to dip into Inventor Appleby, but he's barricaded up in his workshop trying to figure out a woman's hat that will always set on her head straight, and a button that will never come off a man's shirt, both with the same pencil. Or I would like to dip into Ed Wallace, but I can't get my pen through the Banner. Or I would like to dip into bouncing Billy Raynor, but he's just back from dinner and so full of victuals there's no room for my pen. And so it is with all of them. There's something to keep me from dipping into each and every one. Why, if I was to dip into Fine Cut Price I'd get a penful of malignant malaria, which, if written out in THE STATION AGENT, would give Florida Thompson such a chill he'd shake all the freckles out of Jimmy Dart's Canada countenance. Or if I'd dip into Impunity Hopkins, he is so embittered because he can't go to Avalon during the stay there of the Hop-Sacking Sisters' Society of Blue Blessedness, that he'd corrode my pen, eat off its point-which Mark McGrillis declares is dull enough already-and render it entirely useless for anything more than a perch for George Morrison's bird cage. However, I am greatly pleased that Brother Shaw has started the procession, and I hope he will not only keep marching and bring on a long following, but that he will also incite Captain Cadwallader to perfect his coming ticket office with such appliances as will enable agents to learn at a distance whether the disturbance at the station is a legitimate traveler seeking a ticket or merely a neighbor come to borrow the ticket stamp to crack walnuts with.

Joe Cardeza, who is two years older than the Fourth of July, which date celebrated its 117th birthday this month, says he can still recollect his first case of toothache and how, after he had the tooth pulled, the hole ached worse than the tooth.

Tom Vaille, the polished and eloquent Southeastern passenger agent of the Chicago & Northwestern Railway, is not only the silver-tongued orator of the Quaker City Association, but he is also the proud husband of his estimable and accomplished wife, Mrs. Agnes Goodrich Vaille. This lady is a most excellent soprano singer, whose rich and musical voice has made her known and admired far and near. Recently, by special request, she appeared before a musical congress

at the World's Pair, in which the leading musicians of the country took part, and read a paper on vocal culture so replete with practical ideas and sound advice and pleasant points, all woven in graceful language, as to instantly command the favor of her audience and win their permanent applause.

The Watermelon season having come to hand, Joe Cardeza has opened out his Baptismal Bazzar at the old stand, and holds himself ready for service at any hour of the day or night, always guaranteeing to use a new font for each baby.

Birdsboro Shaw shows such an apt talent for dialect writing, and that style of literature being so popular at this time, that we hope to soon see a story of this character from his clever pen duly set forth in THE STATION AGENT. He might call it "Zwei Beer," and make Harry Martin the hero.

THE STATION AGENT has always been a very melodious and songful journal, but now that it has a permanent Carrel attached to it, there will be no doubt be more music in it than ever.

By-the-way, this reminds me that Billy Conard wants to know—you've already learned of Billy's inquiring turn of mind—if M. G. is the Carrel that Richly Warbling Wright sung for the boys up at Reading last January?

Ed Wallace tells of an exciting scene he witnessed up at the Grand Opera House the night he went there to see Charlie Harps make his debut as Desdemona in the opera of Pinafore. He says he was standing in the lobby wondering whether he had better roll up his trousers or not before going in to take his seat, when a man with a goatee like Charlie Murray's and a nose like Charlie Kinney's and a bald head like Naylor Davis', suddenly stepped up to a rather handsome young woman and placed a fresh fried egg in her unexpectant hand. She looked at it in a surprised and helpless sort of way for an instant, and then turning to the man asked: "What do you mean? Are you insane?" The man bowed and smiled and cheerfully replied: "No, Madam, I am not insane. I am only just plain, common, everyday crazy." And then he disappeared as quickly as he had come. Ed says he has often wondered, but has never found out, whether or not the woman ate the egg.

Now that Charlie Murray's family is out at the World's Fair, he is so busy housekeeping he don't get time to go to choir practice any more. He is having some queer experiences, too. The other day a neighbor's child came in and wanted to borrow enough sugar to sweeten three cups of coffee. Charlie was up to his elbows in a pan of dough, which he was making into biscuits for supper, but he goodnaturedly left his work and gave her some sugar. Five minutes afterwards the child was back again and said her mother wanted to know if he wouldn't let her have coffee enough to take up the sugar he had just loaned her.

It was a very refreshing sight to see Billy Conard step up to the P. R. R. ticket office and plank down the hard cash for his Chicago ticket the other night. Billy says he don't travel often, but when he does he wants to go on a first-class road and pay liberally for the privilege and the pleasure. Well, Billy is a first-class man and deserves a great deal more than money can ever buy for him.

There is a wisdom in the precocity of some children that is terrifically startling. Not long ago a family living on Arch street had a baby about three months old, and every time it saw Major Little pass the house it would yell "Police!"

Jack Rogers ought not to feel so badly because the June number of THE STATION AGENT told of his kicking a man twenty-one squares. Why, there's a mule down in Arkansas named . Billy who can tell the time of day and count up to seven and tell when Sunday comes. Billy is employed to haul things around at a saw mill belonging to the St. Louis Wooden Ware Company just across the river from Memphis, Tennessee. When the start-to-work whistle sounds in the mornings Billy very readily comes out of his stable and plods along cheerfully enough all the morning. But the moment the dinner whistle is blown at twelve o'clock, Billy won't take another step until he is duly unhitched and knows he is going to be taken to the stable. And it is the same way when the closing-down whistle screams itself hoarse—or mule—in the evening. And when Sunday comes Billy knows it as well as Mark McGrillis or Harry Martin. He has kept count and knows that the seventh day has come and that it is Sunday, a day for rest, and no power has yet been devised that can either coax or force him to step his foot out of the stable. There he stays and takes his case and his meals the day through. This is a true story, and it isn't an altogether bad example that Billy sets for many of his two-legged friends

# RAILWAY AGENTS' ASSOCIATION APPLICATION FOR MEMBERSHIP

apply

eligible to membership therein, I hereby

and I do hereby affirm that, if

said Association.

Total,

We, the person of go

Enclosed Fees,

Having received a

To Officers and Members of . . . . . . . .

at present employed

dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause. sarvrable impression of the Railway Agents' Association, and being of your division, and certify that he is a will make an honorable . . in the capacity for membership, under the jurisdiction the undersigned, are personally acquainted with the above applicant good month character, of temperate habits, and believe, if admitted, he we the Association.

made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or

\$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

#### The Agent in Politics.

#### [Communicated.]

MHE problem "How best to secure a readjustment and increase of agents' salaries' is one that should engage our most earnest attention, and is similar to one that is absorbing the deepest thought of the major portion of our American people.

While it is an undeniable fact that agent's salaries are as a whole far too low, it is equally indisputable that nine-tenths of the wage earners of our country are confronted by the same grim condition of affairs. As it is a condition and not a theory with which we have to deal, we should treat it as a condition. It is, or should be, clear to all that a condition is simply an effect, and the commonest kind of common sense teaches that every effect must have had its preceding cause or causes. Now, our effect is low wages, and he must be dull indeed who does not comprehend that the immediate cause of these low wages is a forced and unnatural competition in the labor market. Our million tramps and several million semiemployed thoroughly attest the truth of this statement, and while present conditions exist it is folly to argue otherwise. The station agent can no more escape this cruel competition than can the laborer with pick and shovel; and as they are both ground down with the same millstone, their interests are one and inseparable.

Now, if we will use our reasoning powers a little we will discover that this forced and unnatural competition in the labor market is only another effect, and must have had its preceding cause. Specialists (cranks) in political economy tell us-and past events bear out their statement—that this effect was caused by the unwarranted, vicious and criminal (although sometimes dubbed legal) contraction of our country's currency. Now, you will say I am getting into politics, and right you are. Politics carried us into these dire straits, and I simply propose to ride out on the same steed. Beginning with the devilish exception clause on the greenback, followed by the no less diabolical credit strengthening act, and not even ending with Satan's own plot to demonetize silver, it has been the untiring aim of organized capital, for upward of thirty years, to curtail our circulating medium for their own selfish interests and at the expense of all wealth producers and wage earners.

This contraction of the currency has ruined new and broken down or crippled honest enterprises by the hundreds of thousands, and every time it has accomplished one of these acts, it has diminished the opportunity for securing employment and at the same time made an addition to the ever-swelling army of wage workers, thus increasing competition in the labor market from two directions. This has gone on until the struggle has become simply appalling and all but unbearable. Notwithstanding all these dire effects directly traceable to contraction, the order from Wall street is still, cut down the money volume. They say, "We want an honest dollar," and lie when they say it. An appreciated dollar is no more an honest dollar than is a forty inch yard stick an honest measure.

The station agent can no more escape his share of responsibility in the impending crisis than he has escaped being drawn into the outrageous competition in the labor market. He may, it is true, shirk this responsibility, but his use of the talent given him will be inquired into as inevitably as the rising of the sun. God and Nature never forget to register. He can't dodge competition however. must share with all wage earners in common, when it comes to that—even though he does stand near the front ranks in amount of salary received, as it is susceptible of the easiest proof that he does suffer in lack of remuneration for honest labor in common with all other branches of labor and from the very same causes, it at once becomes clear that whatever will benefit all will benefit him, and that neither he, nor any other branch of wage earning labor, can secure any decided and lasting increase in wages unless labor in general receives a similar benefit. In these respects, if no other, wage earners are indeed a brotherhood.

As it cannot be gainsaid that politics has been the steed that has borne us into this struggle for the means of sustaining life, politics can, should and must carry us out. Now, my plan for securing an advance in agent's salaries is, "Go into politics. Not as an organization, but every man put his shoulder to wheel. The time is ripe for such an action and the forces for it already marshalled in the field. All that is needed is a few earnest, fearless leaders to lead them. The independent voter was never so numerous, active, nor so well versed in statescraft as to-day. In fact, he has just about formed a new party, which is now preparing to "mop up the earth" with the remaining old party, now just entering on what its true friends and upholders assert will

prove a short lease of power. You may say you don't have much faith in this new party, but if you will make a little comparison of the popular vote cast for Cleveland and Harrison in '88 and '92 and of the vote cast for neither of them in the same years, I think you will find that the independent voter was there and had lots of good company in the latter year. Past experience has taught us the utter folly of attempting any reform with an old party, hence the necessity for a new one. This is based on the same principle as the necessity for changing managements of railways to secure certain reforms or ends. The chief aim of this embryo party is to increase our volume of currency to a sufficient extent to transact the business of this great nation in a businesslike manner; to make every dollar a full legal tender for all debts, public and private, and to take the control of issuing or retiring any portion of it out of the hands of private individuals or corporations forever. They also advance a plan for getting and keeping this increased volume of currency in circulation among the people, and invite a discussion of its merits and the suggestion of a better plan, if anyone has it to offer. They insist also on the establishment of a system of real national banks, to take the place of the so-called banks now doing business. It has been clearly demonstrated that such a course will work no wrong to anyone and no inconvenience to any, except to these money changers, whose predecessors Christ drove out of the temple some 1800 odd years ago, and they have so long preyed upon civilization that it is time they suffered some little inconvenience. Indeed, why should we in free America tolerate a custom with regard to taking usury, which was so oppressive as to be prohibited in the original Mosaic laws?

A secondary aim of this new party is the government ownership (by purchase) and operation of all railroad and telegraph lines. Now, don't all jump on me at once. This idea has gotten into politics, has come to stay, and stay it will until properly settled; and whether we like the proposition or not, we will very soon have to consider it. You can't laugh it down nor ridicule it to the rear. The men advocating this idea are not all fools, nor hayseeds either, for that matter. Neither are its advocates all in this now formative party. On the contrary, it has its Democratic exponents by the thousand, while the Republican party (or the thinking portion of it) is trying to make one last grand rally on this ground. Again I say, you can't laugh it down nor ridicule it to the rear. You may, by reason, direct

charge, and whatever may be the title by which he is disignated. Foster vs. Missouri Pac. Ry. Co., Supreme Court of Missouri. 21 S. W. Rep. 916.

VALIDITY OF ASSIGNMENTS OF WAGES.— An assignment of wages to be earned is good if accepted, and if at the time it is made there is an existing engagement or employment by virtue of which wages are being, and in future may reasonably be expected to be earned, even though there is no contract or fixed time of employment. And in the case of a contract for work or labor an assignment of the fruits of it may be good through the labor to be performed under it has not yet been commenced. But an assignment of wages expected to be earned in the future, and not based upon an existing contract, engagement or employment is void. Metcalf vs. Kincaid, Supreme Court of Iowa, 54 N. W., Rep. 867.

PRINCIPLES WHICH SHOULD GOVERN THE RATING OF LARGE AND SMALL SHIPMENTS.—When an article moves in sufficient volume and the demand of commerce will be better served, it is reasonable to give a lower classification or rating for carloads than that which is applied to less than carload quantities, but the difference in such classification should not be so wide as to be destructive to competition between large and small dealers. The justice of the claim for a lower rating on carload lots can only be determined upon the facts in each case. Decision of the Interstate Commerce Commission in Brownell vs. Columbus & C. M. R. Co.

A MASTER'S LIABILITY CRASES WITH PROVIDING A SAFE PLACE FOR WORK.—If a master provides a safe place for work it is the duty of a servant by attention to details of arrangement and execution, to guard it against insecurity; and if a servant be injured by neglect of such details, no matter by whom, the negligence is that of a fellow servant, for which the master cannot be held liable. Geoghegan vs. Atlas Steamship Co., Court of Common Pleas of New York City, 22 N. Y. Sup. 749.

CARE AS TO INFIRM PASSENGERS—FAIL-URE OF CONDUCTOR TO PUT OFF AT DESTI-NATION—KNOWLEDGE OF PASSENGER'S CON-DITION.—Both the conductor and the ticket agent were informed of the passenger's illness, and the necessity of his having assistance when he should arrive at his destination. The conductor however failed to have him aroused and put of there, but carried him beyond and put him off alone at a small station in the middle of the night. The passenger was compelled to remain there forty hours before being returned to his destination, and his illness was aggravated so that he died. The company was held liable.—[Supreme Court of Minnesota, Weightman vs. Louisville, New Orleans & C. R. Co., 8 Notes of Cases 47.

CONTRIBUTORY NEGLIGENCE.—After a passenger has boarded an outgoing train he returned to the station without notifying the train men. As the train was starting he ran from the station to catch it, without looking or heeding the warning of persons on the platform, and was killed while crossing the track in front of an approaching train. The court held that his contributory negligence precluded a recovery for his death.

DUTY OF RAILROAD EMPLOYEES TO PRO-TECT PASSENGERS FROM VIOLENCE.-Two cases involving the duty of carrier to passengers were recently decided. In the Indiana case, the plaintiff, while lawfully a passenger on defendant's train, was assaulted by fellow passengers, encouraged by defendant's brakeman. The conductor, although having good reason to apprehend trouble, made no serious effort to prevent the attack. The state appellate court held that the evidence sustained a verdict for plaintiff and that the rule is established that it is the duty of carriers to protect their passengers from violence, even of their fellow passengers, where this can be accomplished by the exercise of proper care.

In the Pennsylvania case, the plaintiff was the victim of an act of rudeness. Just as she letting herself down from the lowest step to the platform an impatient man thought he saw an opportunity to reach the interior of the car, and stepped up beside her just at the instant when a "jostle" would disturb her poise and lead her to fall. Without intending harm he inflicted it. It is not easy to see how defendant could have prevented the accident by any system less comprehensive than one which should require it to escort every incoming passenger from the interior of the car to a place of safety outside its grounds, and every outgoing passenger from its waiting rooms to a seat inside the train. Neither the common law nor the statutes of this state have imposed such a duty on the carrier, and a jury should not be allowed to do it. The court said, however, that protection against violence from drunken, disorderly persons upon its train is the duty of the carrier. This duty doubtless extends to passengers waiting for trains in the rooms provided for them at railroad stations.

World's Fair tickets now on sale by Nickel Plate agents.

#### THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

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The International Association of Ticket Agents, The Railway Agents' Association. The American Railroad Clerks' Association, The New England Railroad Agents' Association.

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month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

#### THE I. A. T. A. CHANGE.

Elsewhere we announce the decision of the Executive Committee of the I. A. T. A. to publish an official organ of their own independent of THE STATION AGENT. While we feel that the action of the committee was not in line with the wishes of the convention expressed at Denver, authorizing "the Executive Committee to contract with THE STATION AGENT as the only official organ," and that this action at Chicago will not be endorsed by the membership generally throughout the country, and is more the outgrowth of personal ambition in the ranks of the committee than the desire of the membership, yet we wish the new venture every success, and will, in the future as in the past, have an interest in the success of an association which we were ourselves largely instrumental in establishing, and which we carried through its dark mornq to a phenomenal growth by a large outlay

of time and at much expense. Still we feel assured that so far as THE STATION AGENT subscription list is concerned, we shall still retain a large percentage of the I. A. T. A. membership, as we already do of ex-members of that association.

M. G. CARREL, Manager.

WE are in receipt of "Rules and Regulations Governing Freight Tariff," by Alfred L. Fraser, of the general freight department of the N. Y. C. & H. R. R. New York City.

This compendium of laws, rules and usages governing the receiving, handling, forwarding and accounting for freight and the "thousand and one" details incident thereto, is given in a most comprehensive manner, and so arranged and indexed as to be most handy as a reference book for any person engaged in or interested in shipping by rail.

A circular giving its contents and the opinions of the press and railroad men, or the book itself, can be had by addressing as above.

#### INTERSTATE AND STATE LAWS.

Railway official, judges, lawyers, civilians and railway commissioners unite in confessing the far-reaching benefits of the enactments governing transportation lines. At the same time all acknowledge the imperfections and apparent injustice in certain details, and application in certain emergencies, as well as the neglect or impossibility of proper enforcement. Excellent enactments of various states, as well as portions of the national act, seem dead letter laws upon the statutes. The powers provided to enforce the law are inadequate, while public sentiment and personal and corporate interests are too strong in opposition. The Interstate commissioners have dealt leniently, and withal justly, in cases of violations, and rather erred on the side of expediency, with fair warning for future infringements. It seems to be the desire of the Interstate commissioners to give broad scope to the application of the enactment, and thus perfect it in every detail.

From the reports of the commissioners, both Interstate and State, which are wondrous in their perfection of detail and statistical information, it would seem that their labors so far had been more on the line of a policy to prove rather than to enforce the provisions. State legislators frame their enactments and empower their commissioners without due regard to that unity of strength which is the fundamental principle of this government. Upon lines of past experience looking toward perfection, our lawmakers should give the

commissioners of their various states power to work in harmony with the Interstate officials. Railway officials should be privileged in all cases to have audience, and present their grievances under the law, to a board of commissioners having authority to decide and power to enforce proper legislation covering the entire territory over which any railroad may pass, as well as territory tributary thereto, and affecting the interests in question.

Conditions are not changeable on the instant. Justice and equity are in a large sense impossibilities in fact, and majority rule may not be the most intelligent, although it is conceded to be the most equitable. It has been demonstrated that railway officials and their methods and systems are at the front of intelligence, advancement and patriotism, and we feel that they would in no way oppose nor retard any movement toward perfection of uniformity in laws, even had they the power.

We would suggest a congress of railway commissioners, legislative committeemen—state and national,—and railway presidents or managers, during this great World's Fair year, to discuss these matters, and hasten that time

"When the common sense of most Shall keep a fretful realm in awe, And the kindly earth shall slumber, Lapt in universal law."

#### THE NEED OF THE HOUR.

In a recent issue we published a very able address by Mr. Geo. H. Heafford, delivered at the Convention of the American Association of General Passenger and Ticket Agents, March 14th, 1893. Mr. Heaford struck the key note of the hour, the necessity of harmonious working of every department, and every wheel in the great mechanism of railways.

THE STATION AGENT, voicing the interests of the railway fraternity, from president to the humblest laborer, sees in these conventions of the various departments the great good accruing therefrom, and would advocate a convention of representatives of every department. Putting aside the dignity of officer and the reticence of subordinate, let all meet upon the level of true men with earnest desire for harmonious work and progress. While the railway journals contribute to this end, there is nothing that broadens men so much as the grasp of hands in friendship, and as men who laying aside the trappings of authority, the sword of combat and the cloak of servitude, discuss unfettered the needs, the necessities and the errors of the hour, unfurl the flag of truce and ascertain if there are not better ways to attain desired ends. The great Garfield said "There is no man so humble but he can impart some grain of knowledge to his fellowman."

#### The Transportation Exhibit.

MHE display inside the Transportation Building at the Columbian Exposition is bewildering in its range and variety. The whole history of transportation, from birch-bark canoes to steamships, and from pack horses to palace cars, is unfolded in a manner never to be forgotten. Looking down from the galleries upon the acres and acres of exhibits, one sees a monster black steam hammer for forging armor plates which towers above the second story, a row of famous locomotives facing out from the annex like a herd of elephants, a full section of a colossal ocean steamship, and scattered about here and there, thousands of objects that tell the story of how man has gradually annihilated space.

The invention and development of the locomotive and railway system is the nineteenth century wonder. Less than sixty-eight years since the first passenger railway ran its first crude train. Now the great civilizer has penetrated every country. About ten acres of ground floor space are devoted exclusively to exhibits pertaining to railway construction, equipment, operation, management and development. Sixty four modern locomotives of all types and sizes from the two one hundred ton Decapod engines which stand on the pedestals between the Administration Building and the railway station to the five ton logging locomotives for use in the forests of Michigan. All the leading makers exhibit one or more modern locomotives, some being raised from the rails and showing the machinery in operation by compressed air. Besides these there are a score or more of magnificently equipped eoaches and thirty-five freight cars, embracing every variety, by the leading builders in the country. Among the other attractions are two Leslie rotary snow plows, a centrifugal snow excavator and a Russell snow plow, fourteen steam shovels and a locomotive traveling crane, a light and heat tender of the Chicago, Milwaukee & St. Paul railroad, and the dynamometer of the Chicago, Burlington & Quincy road. All this represents steam transportation as it is now, but the most fascinating part of the railway show-more so even than the mighty engines and the solid mahogany train from Canada—is the display of relics, models,

old engines and cars and specimens of the quaint roadways of earlier days. It is the first time that such a work has been undertaken and Mr. T. Hackworth, of the railway depart. ment, has gathered a complete historical collection. For instance, the Baltimore & Ohio railroad has for more than a year past been making extensive preparations for its historical exhibit, which includes about thirty full size wooden models of the earliest loco motives built in this country and in England, with samples of original tracks. Three of the Grasshopper type of engine, the old locomotives "Samson" and "Albion," built in England and shipped to Nova Scotia in 1838, and other specimens of the very early locomotives are among the attractions. The models are all to be shown with machinery in operation. That is one of the delightful things about the section.

Now comes the Chicago & Northwestern railway with the "Pioneer," built in 1835 by

aldwin Locomotive Works, the fourth engine built by that firm. The Pioneer came to Chicago in 1848 and was the first locomotive to penetrate so far west. This engine ran on the old Galena road, now a portion of the Chicago & Northwestern system, and it actually steamed into the Exposition grounds a few weeks ago. A little further on the Old Colony railroad exhibit their first engine, the "Daniel Nason," and the first coach that ran between Boston and Providence, and these, by way of contrast, stand alongside of the latest Old Colony engine and coach. One of the most famous objects in the neighborhood is the seven-foot gauge locomotive "Lord of the Isles," belonging to the Great Western railway of England, originally shown at the first great exposition in 1851 in London. It ran until 1882, when the change to the standard gauge laid her up. She was one of a class of engines designed by Brunell for high speed between London and Bristol, and has made seventy-five miles an hour. Engineers will look at this giant with affection. The London & Northwestern show Trevithick's engine of 1802 and the "Rocket" of 1829 in full-sized wooden models. An opportunity is here offered for comparison, as the Baltimore & Ohio exhibit models of the same engine. Here the New York Central Company shows the origina "De Witt Clinton" on the strap rails of 1833 and there the Illinois Central Company shows the "Mississippi," built in England in 1836 for the Natchez & Mississippi, now a portion of the Illinois Central railroad. The Nashville, Chattanooga & St. Louis exhibit the historic engine, "General," captured by the Andrews raiders on the Western & Atlantic railroad in 1862.

#### THE MARINE EXHIBIT.

In no previous marine exhibit has the question of transportation on water ever been treated as a subject, but in this department is shown not only the triumphs of naval architecture, as illustrated by the modern ocean greyhound and battle ship, but also strange and curious craft from semi-civilized and barbarous tribes, showing how they solved problems of transportation by taking advantage of the materials on hand, whether of bark or logs of wood or skins of animals. There is a complete exhibit from Alaska and the Aleutian Islands, consisting of two hatch bydarks, with complete hunting outfits, and from the sea coast of Norton Sound a hatch bydarks, with the full outfit used in both hunting and fishing; birch bark canoes from the Upper Yukon River; sleds, dogs' harness and all that goes with them. The Hudson Bay country shows all the methods of water transportation known in that country. From Southwest Alaska or Queen Charlotte's Island are a tingit cance and a large dugout and haida canoe. From Australia comes an interesting canoe made from a single sheet of what is commonly known as the gum-topped iron bark or mountain ash (Eucalyptus Sieberiana), the ends being tied up. China is represented by models of every boat used on Chinese waters, both sea coast and inland. These boats, although the architecture seems to be grotesque, have many peculiar points, such as the movable rudder and the fashion of attaching the sheet to the sail, making it possible to draw the surface very flat. A catamaran is shown that has carried the mail between Ceylon for a number of years, as well as one of the celebrated outrigger canoes. Mediterranean craft are represented by the Turkish caique; daigsa, of Malta; gondolas, of Venice, and peculiar lateen boats, as well as the chizzoto and the bragozqio of the Adriatic. And there are peculiar canoes from the west coast of Africa as well as the bimba, a curious development of the catamaran, which is used in the interior waters. From South America comes the Jangada, a large balsa shaped boat used in the vicinity of Pernambuco; a war canoe from the Amazon; the cascarra, made from a single piece of bark and entirely unlike all birch bark canoes, from the Orinoco. There are also slender and swift dugouts from the same locality; balsas from Lake Titcaca, made of straw and bound together by wisps—the only method of water

#### PERSONAL.

F. M. Snavely, C. & N. W., T. P. A. of Cleveland, has been called to Chicago as a drawing card for his line.

Mr. J. M. Slapp, formerly ticket agent Colorado Midland at Cardiff, Colo., has removed to Renton, Washington.

We hope ere another month's issue goes to press to name our correspondent in Chicago, and to arrange in every city some willing worker in our cause.

Geo. A. Coe, for years employed as train dispatcher L. S. & M. S. R'y at Elkhart, Toledo, Youngstown, etc., is now superintendent of a division of the Brie. Mr. Coe is located at Chicago.

Charlie A. Cairns, at one time chief clerk of the Bee Line at Cleveland, and later A. G. P. A. of the C. K. C. & St. P. R'y, Chicago, is now chief clerk of the G. P. A., C. & N. W. R'y, at Chicago.

"Brother Israel" of the I. C. has been "drawn in" to the Chicago vortex of the World's Fair business, and stands in front of the office to attract business—at least that is all we saw him doing.

We were pleased to meet an old timer, Thos. Dorwin, formerly T. P. A. of the M. K. & T., and later of the Illinois Central railway. Mr. Dorwin is manufacturing an illuminum "World's Fair Souvenir."

C. E. Stone, passenger agent N. P. at St. Paul, still holds his own in size, good nature and popularity, and as he welcomed the boys as president of the Twin City Association, he will welcome them again as individuals.

We had a few moments interview with an old friend, F. W. Buskirk, A. G. P. A. of the Erie, located at Chicago, formerly district agent of the Pennsylvania company at Cincinhati. A member of the Florida excursion I. A. T. A.

We found congenial traveling companions between Chicago and St. Paul, and talked "railroad" (with a story or two) with Messrs. H. E. Still, division freight agent of the N. P. at St. Paul, and Chas. E. Johnson, assistant passenger and ticket agent N. P. and W. C. lines, St. Paul.

People take the magazine to read the scientific articles or comments on current topics; a newspaper for the news of the day and personal mention. The STATION AGENT desires to cover both these fields in condensed form, to instruct, interest and amuse.

Many of our readers will remember Mr. C. G. Lemmon, passenger agent of the Wisconsin Central, who labored as "a captain" on the Yellowstone excursion. We are pleased to report him "on deck" and still dealing "with a smile that is childlike and bland."

We were favored with a call from J. D. Welsh, general agent, and A. G. Shearman, traveling freight and passenger agent of the U. P. system, located at Cincinnati, O. Both are hale and hearty and looking out for any stray freight or passengers for the "Woolly West."

We had a very pleasant chat over the pleasant memories of the past with Mr. Chas. S. Fee, B. N. Austin and F. E. Rice at St. Paul, "Ye Yellowstone excursionists of the I. A. T. A.," I know, will be pleased to learn that these gentlemen are well and happy, jovial as of old, and time touches them gently.

Our old friend T. A. Switz, formerly private secretary of Mr. E. B. Thomas of the Bee Line, is now private secretary of the general manager of the Great Northern railway at St. Paul. Mr. Switz is delighted with the Great North and is assuming aldermanic proportions. St. Paul and he are growing together.

George Charlton, A. G. P. A. of the Chicago & Alton, and McClure, the genial hustler, are still "on the main track" and making the usual good time. We were confronted with the sign "No one allowed to talk with employees during office hours," but when we informed them that we supposed they owned the road, that settled it.

We met Mr. C. E. Case, formerly train dispatcher at Toledo, O., and at one time secretary of the Train Dispatchers' Association. Mr. Case is located at No. 2 43d street, Chicago, one door from the Illinois Central depot, and is doing a very prosperous cigar and news business, and will be pleased to see and hear from the old boys.

Taken all around as man and "boy" there is no general passenger agent more popular—and deservingly so—than J. C. Pond, G. P. A. of the Wis. Central. In the office he is "Mr. Pond," and he is a master of detail; outside he is "Jimmy Pond" and a jovial, genial gentleman, and delights in a good sociable visit with his friends and a large mixture of genuine fun.

F. O. Watson, assistant ticket agent M. & St. L. R'y at Minneapolis, Minn., will act as agent and special correspondent at St. Paul and Minneapolis for THE STATION AGENT. We

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# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General,

VOL. IX.

AUGUST, 1893.

No. 6.

# PASSENGER TICKETS AND THEIR DEFECTS.

B print this month a well worded article on "Passenger Tickets" by George H. Heafford, G. P. A., C. M. & S. P. Ry., read at the "Railway Commerce Congress at Chicago June 28, 1893. These articles from Mr. Heaford's pen should reach the great public though the press, but we fear that they are confined largely to the railway circle. Mr. Heafords arraignment of the ticket broker, as dishonest and a criminal seems somewhat strong, and the omission of the fact that railroad companies quite generally furnish brokers with their stock in trade, directly, or indirectly, rather than (to quote Mr. Heafford) "The methods adopted by these organizations to accomplish their purpose are based wholly upon the inability of the roads to protect the prescribed forms of tickets from alteration and abuse."

We take exception to that word "wholly," also the impression conveyed that all tickets handled by brokers are forged and altered, or else the unused portion of coupon or return tickets. While the broker may not be the "Honestest man what lives, Rebecca" and his business illegitimate in some states even—Illinois where he does the most thriving business—he is in a large measure the creature of the railway companies.

Although railroads may claim their tickets are nontransferable contracts, the courts and the great public hold them to be the evidence of monies paid and as good to bearer as a national bank bill unless the ticket bear a special contract. That brokers do alter tickets and defraud the railroads and inconvenience the public; that their existence does afford an opportunity for the sale of counterfeit and changed tickets, that they "cut rates" where the law prohibits the railways from so doing, are facts worthy of legislative notice, but there is something of a "beam in the eye" of the railroad corporations Mr. Heafford, which your able article should, in justice, have touched upon.

Concerted action on the part of railway corporations would very quickly deprive the broker of such a large proportion of his source of revenue as to drive him from the field.

Mr. Heafford's article is given in full below:

There are four principal classes of passage ticket transportation sold by the railway companies of the United States of America, viz.:

A. Local tickets, good for a single one way or round trip passage of "bearer" between points on the road issuing such tickets.

- B. Commutation tickets, good for one person, or for a number of persons, for a specified number of rides or for a particular period, to be used principally between large cities and suburban towns or villages by residents of the latter.
- C. Mileage tickets-in books of 500 miles, 1,000 miles or 2,000 miles, according to pricegood for "bearer" (if required by state law), or for use by one person whose name must be specified and signed to the terms prescribed by the railway company issuing the ticket. This form of ticket is frequently made good for passage over connecting roads by arrangement between the roads interested, and settlement is made for coupons of detachments of mileage collected by the road on which the mileage tickets is honored for passage, in accounting. In brief, the road collecting the coupons sends them to the issuing road at the end of each month with a bill which, when examined and found correct, is passed to the treasurer of the issuing road for payment.
- D. Coupon tickets, which, as distinguished from local tickets, are honored for passage over such other closely or remotely connecting roads as arrangement may be made by the lines interested for the purpose of interchanging passenger traffic.

This form of ticket is available for booking or ticketing a passenger from any point to any other point on the American continent, or from any point on the American continent

furnished by the railways under Hungarian government control, nor will such a people be satisfied with any system which is not based upon a certain rate per mile traveled, regardless of the comparatively short distances encompassed within any zone circle.

Having dealt technically with the topic assigned to me, I feel that I may perhaps trespass on your time to add a few paragraphs of a general character. Ours is a new country, but our railway people are progressive. The exhibits of the Baltimore & Ohio, Pennsylvania, New York Central, Chicago, Milwaukee & St. Paul and Canadian Pacific railways at the World's Columbian exposition prove my assertion.

I believe no country in the old world can furnish such luxurious and comfortable passenger trains—including sleeping car, parlor and dining car equipment—as travelers in North America are provided with.

The electric light in sleeping car berths by which persons troubled with insomnia can read all night long without annoyance to fellow-passengers is I believe only used in this country, and is appreciated more thoroughly than any other recent invention. Gas has superseded oil and candles in parlor cars and ordinary coaches, and steam heat has conquered the old car stove.

Dining cars furnish the choicest menus, and no first-class traveler begrudges the single dollar paid for food which if served a la carte at world's fair prices would deplete his purse to the extent of three times the cost of his table d'hote meal taken en route. As a rule there are no profits in furnishing dining car service, but the advertisement for the line which conducts them properly serves to bring revenue from the passenger traffic desirous of creature comforts, and the time saved in not stopping for meals at stations is worth considering in preparing schedules for long distances trains run at a high rate of speed to accommodate the exacting American traveler, who demands from railway companies three points of perfection, viz: Rapid transit, absolute comfort and immunity from accidents.

The American system of hauling and checking baggage cannot be improved upon.

A passenger can check his trunks from his room at the Fifth Avenue hotel in New York city and and have them placed in his apartment at the Palace hotel in San Francisco without having to watch their transfer at any point en route. He has only to purchase the passage ticket; the little brass check with its leather strap does the rest.

In a thousand details of railway enterprise we so-called Yankees lead the procession. In some things we are yet behind our old world friends, but give us a few years more to create a population with which to fill up our now sparcely settled broad stretches of land, which in turn will create a better revenue for our train service, and we will then endeavor to show our friends from across the Atlantic ocean that we have either adopted some of their methods, which are now better than ours, or we will improve upon them to such an extent that they may be willing to accept our ideas.

If he who makes two blades of grass grow where but one grew before is a public benefactor, is he not doubly entitled to the plaudits of the world who abridges distance, lessens risk of life and cheapens transportation?

To accomplish these results is the proud mission of each of us who in any way is connected with the master profession which makes the 'wheels go round.'

#### How to Get Transportation.

A good story is told of Charlie Ryan, the popular general passenger agent of the Chesapeake & Ohio railroad at Cincinnati, who has to handle some passenger business that requires Napoleonic genius—to-wit, the pass fiends. One of these, a sleek, insinuating fellow, some time since walked into Ryan's office.

"Ah," he said, "is this Mr. Ryan?"

Mr. Ryan didn't deny that it was.

"Ah, well, I called to see if I couldn't get transportation for myself over your road, to White Sulphur?"

Mr. Ryan smiled divinely.

"Certainly, sir; certainly; all you want."

"Ah, many thanks; do I get it from you?"

"Oh, no, sir," bowed the polite Charles.
"You get it at the ticket office downstairs. We don't sell tickets up here," and the man was so overcome that he went down stairs and actually bought a ticket.

Fatherinlaw—"I am ruined; all is lost!"
Soninlaw—"Ahem! Then I married for love,
after all!"

"The death of your husband was a great loss to you," said Mrs. Bunting to Mrs. Gasket, by way of condolence. "Oh, the loss was fully covered by insurance," replied the widow.

# Railway Freight Statistics, and their Value in Developing Freight

Traffic.

Written for THE STATION AGENT by C. P. LELAND, Auditor Lake Shore & Michigau Southern R'y Co.

BOUT the time the "Grand Old Man," Gladstone, who is still very much alive, had attained his majority, Stephenson was (in 1829) having at Rainhill the famous locomotive contest with his little multitubular-boiler "Rocket," a model of which may be seen in the Transportation Building at the World's Fair. That was the birth of the railway; an event that Macaulay ranks next to the alphabet and the printing press.

So the present railway mileage of the world, 375,000 miles, enough to encircle the globe fifteen times, has been built in sixty-two years. That our own country, the United States, took the lead in this marvelous development, although new and with no accumulated capital, is shown by the fact that with only 41/2 per cent. of the population of the world, now, we have 175,000 of the 375,000 miles, or 46 per cent.

Just glance at this little pyramid of figures: MILES RAILROAD IN THE UNITED STATES.

at the end of	1830,	2 3
	1840,	2,818
	1850,	9,021
	1860,	30,626
	1870,	52,923
	1880,	93,296
	1890,	166,702
	1892,	175,223

It is extremely unfortunate that we have almost no statistics of what our railroads did from 1830 to 1870. The publication of "Poor's Manual" began in 1868, and while complete in all other particulars, for many years it gave but few scattered statistics of the movement of freight and passengers. Then the records of railway offices, even where any statistics were kept, have been destroyed by fires, or sent to the paper mills as being of no value. Then again, the world generally has no use for the statistician; he is generally classed with the enthusiast in bugs as a harmless crank.

So late as 1876 the then auditor of an important trunk line said to me, "Damn your statistics; get remunerative rates for your business." That was about as smart as for the wheelsman of a great steamship to say to the captain, "Damn your chart and compass, I will steer this ship to its destination \*...

Within the last few years, however, statistics have come to be valued as a vital necessity to the successful operation of our railways, and our presidents and managers, like Oliver Twist, clamor for more.

Perhaps the Lake Shore & Michigan Southern railway, with its eastern terminus at Buffalo, at the foot of the great lakes, and its western terminus at Chicago, the head of the great lakes, traversing six great states, with branches largely exceeding in mileage its main line, has as great a variety of traffic as any railway in this country. While it has but 1,454 miles of road (less than one per cent. of the mileage of the United States), it handled in 1892 13,643,747 tons of freight, and 5,846,755 passengers, and so is a tolerably busy road.

For reasons already explained (the scarcity of general statistics) and the fact that the Lake Shore & Michigan Southern railway is a large and representative system, and the further fact that I, myself, have kept its statistics for thirty-three of its forty-one years, and have made up and issued thirty-three consecutive annual reports (1860-1892), I am necessarily confined to the statistics of that railroad.

#### RATES.

Fortunately I can go back thirty-nine years to 1854 for the average rate per ton per mile, and it shows conclusively that the public and not the railroads has reaped the benefit of every economy, every improvement introduced; notably that of the Bessemer steel rail introduced in 1862, and reaching us in 1867. This, with extensive improvements in grades and alignment, has enabled the L. S. & M. S. to increase its average freight train load from 137 tons in 1870 to 276 tons (more than double) in 1892. Yet the profit on the 137 tons, one mile, in 1870, was 78 cents, while the profit on the 276 tons, one mile, in 1892, was but 45 cts. Notice how the rates tumbled downward from 1868:

AVERAGE RATE PER TON PER MILE OF THE LAKE SHORE & MICHIGAN SOUTHERN R'Y.

Cents.	Cents.
1854 3 510	1874 1.180
1855 3 210	1875 1.010
1856 2.960	1876817
1857 2.740	1877864
1858 2.380	1878734
1859 2.292	1879
1860 2.157	1880750
1861 2.092	1881617
1862 2 099	1882628

1863	2,296	1883	.728
1864	2.833	1884	.652
1865	2.903	1885	·553
1866	2.476	18 <b>86</b>	.639
1867	2.427	1887	.670
1868		1888	.636
1869	1.714	1889	.664
1870	1.504	1890	.626
1871		1891	.628
1872	1.374	1892	-599
1873	• • •	•	-,,

This table shows that the rate per ton per mile for 1892, a trifle under six mills, was but

80 pe	r cent.	of the	rate for	1880
40	**	"	"	1870
28	"	46	"	1860
17	46	66	"	1854

When a railroad moves one hundred tons (six car loads) of average freight one mile for a shade less than 60 cents, less than you can get yourself transported one mile in a hack, it would seem as if the bottom was reached.

Only a railroad exceptionally favorably located, carefully managed, with a very large tonnage and long haul, can do it and pay its owners anything on their investment. Three quarters (in mileage) of the railroads of the United States could not meet their fixed charges with an average rate of six or even eight mills per ton per mile.

With a considerably higher average rate in 1892 (a little less than one cent per ton per mile, .967), all the railroads of the United States, out of gross earnings aggregating \$1,205,272,023, paid but \$83,336,811 in dividends on \$4,920,555,225 capital stock, less than 1.70 per cent., and 1892 was a very prosperous year. A little more oppressive, confiscatory legislation would wipe out that very thin margin, and the payment of a dividend to a stockholder become a "lost art." A further reduction in the average rate per ton per mile of only one mill, ten per cent., would cut down the freight earnings of all the railroads in the United States \$84,448,197; thus utterly obliterating the aggregate dividends of 1892 (\$83,-336,811). To the railway stockholder it is no longer a question of profit, or dividends, but of existence.

Does not this one tremendous fact show the vital necessity of freight statistics?

### COMMODITY STATISTICS.

To an intelligent management of a railway, seeking how and where to increase its traffic, commodity statistics are of inestimable value.

The Lake Shore freight traffic is divided into fourteen commodities or general heads. I here give the figures for 1870 and for 1892,

showing the growth of each commodity in twenty-three years:

	Tons, 1870.	Tons, 1892.	Per cent. Increase
Coal and Coke	215,997	3,692,551	1,610
Iron ore (commenced in			
1876)		1,337.901	
Stone, sand and lime	95,521	1,137,583	1,091
Pig, bloom and R. R. iron	76,012	253,503	273
Other iron and castings .	66.778	635,312	851
Petroleum	260,939	437,419	64
Total minerals	715, <b>267</b>	7,514,269	951
Grain	451,431	1,234,677	173
ucts	149,031	375,842	152
Flour and flour mill prod-			•
ucts	327,812	470 966	44
Provisions	132,645	278,313	110
Animals	276,531	561,597	103
Total food	1,337,450	2,921,395	1:8
Lumber and other forest			l
products	334,181	924,901	176
Manufactures	199,547	434,374	118
Merchandise and other	227011		l
articles	391,880	1,848,808	372
Grand total	2.078.725	13,643,747	358

That table shows at a glance how poor is the railroad that has to depend almost entirely upon farm products for its traffic, especially when you remember that the American farmer, whose land is enhanced in value twenty fold by the railroad that passes his fields, becomes its most implacable, remorseless, aleepless enemy after the railroad is completed (not before).

Take Kansas as an illustration. That state by the aid of foreign and eastern capital, ranks, strange to say, third in respect of railway mileage of all the states in the Union. What was formerly known as a part of the great American Desert, given over to the Indian, the buffalo and the coyote, has by its extensive railway system become our greatest grain producing state. Yet the people of that state have oppressed, and are now oppressing the railways to a point that is practically a confiscation of all the railway property within their borders. The last straw that has broken the camel's back is the action of a Populist State Board of Assessors that has increased the valuation of the railways this year about ten million of dollars, resulting in an increase of taxes of \$400,000, while reducing correspondingly taxes on other property, and this notwithstanding that in at least thirty counties the railroads have for some years paid from two-thirds to three-quarters of the taxes. This is the last ditch, and the railroad companies by concert of action are going to fight the terrible injustice.

Small wonder that the stocks of railroads having mileage in Kansas and adjacent states,

where men are elected to enact laws that practically confiscate railway property, are down to almost zero.

Look at these quotations for a few stocks of these unfortunate roads, Saturday, July 29th, 1837.

Atchison, Topeka & Santa Fe	13
Union Pacific	17
Missouri, Kansas & Texas	9
Texas & Pacific	5
Missouri Pacific	18
Wabash, preferred	12
St. Louis & Southwestern, preferred	7
Denver & Rio Grande, preferred	

The holders of these stocks are in about the same plight as the man who tried to go down to Jericho. It is a time when "judgment has fied to brutish beasts and men have lost their reason."

It will be "a cold day," and a good many of them, before any more outside capital is seduced into Kansas, Colorado or Texas for the construction of new railways or extension of old ones.

#### STATION STATISTICS.

Without these the general statistics of a railroad would be of no account. The president or manager wants to know the springs or sources which, combined, make the mighty torrent of a certain kind of freight, and the same of passengers.

While the Lake Shore & Michigan Southern has 319 passenger stations, ninety per cent. of its passenger earnings comes from fifty-seven stations. While it has 270 freight stations, ninety-six per cent. of its freight earnings comes from seventy-six stations.

I have "kept tab" on all these stations for thirty-three years, and can show the growth of their business from small beginnings. Each one has its peculiarities. A car load of Lake Superior iron ore from Ashtabula Harbor would be as great a curiosity in Chicago as would a car of dressed beef from Chicago be at Ashtabula Harbor; and so each station must have its own facilities in buildings, tracks, etc., and the extent of these must be gauged largely upon statistics, not only of its tonnage, but the kind of freight that makes up that tonnage.

As with freight, so with passengers. Growing, improving stations must be served with more trains, and decaying, declining stations with less.

These are such truisms or "chestnuts" that it seems almost impertinent to state them. Perhaps they have one redeeming quality, that of extreme brevity.

But the most important station facility is a good station agent. He is the transportation salesman for the company. He should be an energetic hustler; able to either talk or keep silent at the right time. He should carry every rate in his head, from a car of cattle from his station to New York to a Christmas box to the next station; should be exactly the right age and stop growing old; should carry a George Washington hatchet concealed about his person, and at the same time be able by documentary evidence to expose that monumental liar, the agent of the competing road. he should dress well, keep clean, cultivate socially the road's patrons, remembering their children's first names and the year each one had the croup, measles, or chicken-pox; should be able to work outside all day, and inside, on flawless reports, half the night; should detect and prevent any accident within a mile either way of his station; should, in a busy time, promise his shippers all the cars they need, and above all, keep his promises; should school himself to swallow and digest sarcastic remarks as if he enjoyed them, and always be ready to respond smilingly to the burning question of the hour, "Why in hell, etc., etc."

It gives me pleasure to certify from personal knowledge that all the agents on the Lake Shore & Michigan Southern answer the foregoing description, as a photograph the original subject; they are all gentlemen and scholars.

It was not always thus, however. A good many years ago an agent made a mistake in his monthly report of commodities shipped. He reported a small shipment of ores. As we had not heard of the opening of a mine in his vicinity, we asked him for an explanation and found they were white ash oars.

Then again I once discovered a ticket agent in Indiana had changed his stamp at the close of September to Aug. I called him down, and he made it all right by explaining that he thought Aug. stood for Augtober.

Seriously and finally, I am in full sympathy with the station agent, knowing as I do his multifarious duties and burdens, and have ever burdened him as lightly as possible with reports and statements.

The other day a young man gave a reason for not dancing, the spirit of which might be made to apply to a good many failures in life. "I should like to dance," he said, " and I should dance, only the music puts me out and the girl gets in my way."

#### GENERAL FREIGHT AGENTS.

Mr. G. B. Spriggs, G. F. A. of the N. Y., C. & St. L. R'y, (Nickel Plate), Cleveland, Ohio.

Commencing with the August issue, we propose each month to introduce to our readers some of our General Freight Agents:

We are pleased to present to our readers this month, one of the prominent Cleveland traffic officials, one of the best known in railway circles and one who has a national reputation, Mr. G. B. Spriggs, General Freight Agent of the New York, Chicago & St. Louis Railroad (Nickel Plate).

The outline of his career is an interesting one, showing a steady rise from the lowest to the highest position in the freight department. Mr. G. B. Spriggs was born in England in November, 1834, and at the age of 18 entered the service of the London & Northwestern railway as junior clerk in the freight department at Rockingham. After a year's service in that position he was made corresponding clerk at Stafford Station. Two years of this work was sufficient to show his employers that he had the right stuff in him, and he was made corresponding clerk and chief accountant at Wolverhampton. In 1858 he was further promoted to the chief clerkship of the District Goods Manager's office, remaining in that position until 1862, when he accepted by direct invitation from the management in Canada, the position of freight agent at Hamilton, Ont., on the Great Western Railway of Canada. From 1862 until 1870 his career was a series of steadily ascending steps, being promoted from freight agent at Hamilton to through freight agent and finally general freight agent, leaving the service on a change of management. From 1871 to 1877 he was assistant general freight agent of the Baltimore & Ohio system, and developed the freight business of the Chicago Division of that road from its opening in 1874. But in 1877 on the management retiring under whose regime he had left in 1870, Mr. Spriggs returned to the Great Western Railway as general traffic manager, with headquarters at Hamilton, Ont. In the summer of 1882, the Great Western and Grand Trunk being then about to amalgamate the executive officers of the Nickel Plate began casting about for a man who could manage the freight department of the new road and manage it in the manner necessary for the success of the to be rival for a slice of the Vanderbilt business. Mr. Spriggs was the man who fitted the place exactly, and in August, 1882, he accepted the position he now holds.

Quiet, genial, good-humored, never in hurry or flustered, he nevertheless manage to capture a full share of business, despite the heavy handicap placed on the Nickel Plate the other trunk lines. This statement is full borne out by the figures which are given blow, being the yearly freight receipts of the Nickel Plate from the time it opened for business:

1883\$2,000,561.81	1888\$4.570,911.5
1884 2,879 309.47	1889 4,688,615.7
1885 2,909,346.10	1800 5,341,577.0
1886 3,522,547.68	1891 5,697,608.5
1887 4,471,697.00	1892 5,914,918.2

In the Central Traffic Association Mr Spriggs is a leading spirit, being on the following standing committees of the freight committee:

Rules and Regulations.

Live Stock, Packing House Products, Grain and Grain Products.

Dil.

Paving Brick, Fire Brick, Clay and Moulding Sand.

Lime.

Relations with Western Roads.

Relations with Trunk Lines.

Eastbound Percentage Basis, and

Lake and Rail Differentials; being chairman of the last named committee.

At the last meeting of the executive board of the Lackawanna Fast Freight Line Mr. Spriggs was elected its chairman for the tenth consecutive year.

In his official capacity he travels a great deal, averaging about 25,000 miles a year, and in a recent year traveled as many as 32,000 miles.

Mr. Spriggs is not only one of the most thoroughly informed men in the country of railway matters, but is also possessed of literary ability of a high order.

He is a delightful entertainer both wit material hospitality as well as a never fails supply of ready wit and humor, and has accumulated fund of information, gained 1 years of broad travel, varied reading and kerobservation. He is a firm believer and advate of civil service in railway administration and many men holding advanced position today thank Mr. Spriggs for a friendly lift the road to success.

We have a brand new Smith Premier Typwriter which we desire to dispose of at a begain. Address

THE CLARK, BRITTON & WRIGHT Co.,
45-49 Sheriff St, Clevelan

#### The Latest Invention of Edison.

THE electric locomotive for use on steam roads has at last become an accomplished fact. Among the pretentious exhibits of huge steam locomotives made by the railroad companies at the World's Fair, will, in a few days, be shown a 30-ton high-speed electric locomotive, the first practical and commercial one of its kind ever built, and upon this unassuming piece of electrical machinery the steam locomotive may look down, as the forerunner of more powerful competitors which will ultimately drive it from the steam railroad field or relegate it to a secondary position as a traction agent.

It is only twelve years ago since Stephen D. Pield filed papers in the patent office on the application of the motor to the street railways, in company with applications from Werner Siemens and Thomas A. Edison. Twelve years only have elapsed since Edison ran his modest little electric locomotive around his laboratory at Menlo Park. While Van Depoele was inventing and perfecting trolley systems with success in the west, young Frank Sprague, fresh from long naval cruises, was installing the first practical and commercial electric street railway in America, at Richmond, Va., and the New York elevated road was experimenting with electric traction. In 1887, the Richmond road was in successful operation, and six months after, at Crescent Beach, Mass., the first Thomson-Houston road was running.

The short space of six years has seen a modern invention adopted in nearly every town of importance in this country and in Rurope, and even in Siam an electric street railway transports the children of the White Elephant along the streets of Bangkok.

The improvement of the electric motor for transit purposes has been the aim of all electrical engineers ever since Sprague, Thomson, and Van Depoele first proved its real value to the public; and it has been the ambition of nearly every electrician to invent a practical electric locomotive, which could be used for general purposes on our steam, surface, and elevated roads.

The ferment has been silently working here, as well as in Rurope, where an inventive mind has imagined a 100-ton electric locomotive, consisting of an engine and boiler carrying and driving a dynamo, generating electricity for the motors on the axles. The advantage of this double back-action locomotive is not yet clearly shown.

It is to America, the home of so much inventive genius, that the honor of constructing the first practical and commercial electric locomotive must be awarded.

This electric locomotive, constructed in the Lynn shops of the General Electric Company, will go out to Chicago in tow of a regular train. It is built to the standard steam railroad gauge. Its dimensions are somewhat similar to those of the steam motors now in use on our elevated lines, i. e., sixteen and a half feet long, eleven and a half feet high, and eight feet four inches wide. The motors are supported on springs resting upon the frame of the machine, and the armatures are mounted upon hollow shafts through which the axles of the wheels pass, and to which they are connected by special couplings. The cab is of sheet iron and is built upon the frame of the locomotive directly over the moving parts. It is symmetrical in appearance, and it is so curved as to offer receding surfaces to the atmospheric pressure. The windows allow of unobstructed view in all directions.

The interior of the cab is finished in hard wood, and is lighted by a cluster of incandescent lamps. Inside this cab are the electric air compressors, for operating the air-brakes and the whistle, and the controlling switch. Above the frame of the cab at each end are placed the electric headlights.

The electricity will be taken up by the motors according to prevailing conditions. The trolley may be, under certain circumstances, the method adopted, while under others the current will be taken from conductors running parallel with the service rail by means of a running wheel or a sliding shoe contact, as in the case of the intramural railway at the Fair, or the overhead railway at Liverpool.

This locomotive is designed to attain a normal speed of thirty miles an hour, and was primarily intended for elevated work and for passengers and light freight traffic or less important steam roads.

The construction of this locomotive is the logical consequence of the adaptation of the electric motor to street transit. If electricity could successfully be applied to the propulsion of street cars and small factory tramways, could it not equally well be applied to the traction of freight and passengers on the steam roads? The steam locomotive, with all its shortcomings, its noise and racket, its smoke and flying dust and cinders, and its ear-splitting steam escape, was not the ultimate expression of man's desire. Feeling this, inventive genius has put forth this electric locomotive as the first practical step towards the

adoption of electricity altogether, as a means of securing absolute rapid transit. Its completion marks a very decisive advance in the development of electricity. The electric locomotive is susceptible of a higher speed even than that already attained by our most magnificent steam locomotives, for whereas there is always a limit to steam production and utilization, dependent upon the structural and operating conditions of the locomotive, the limit of speed of a revolving armature is as yet unknown.

The adoption of the electric locomotive will, of course, be gradual. The capital already invested in trunk railroads will not permit of a sudden discarding of the costly steam engines and their replacement by electric locomotives, and all the improvements which the introduction of electricity would entail. At present the use of electric locomotives over long distances is limited only by the cost of long lines of feeder wires to carry the electricity to suitable feeding points, and until this problem is solved restriction of its employment must necessarily exist. But for places comparatively near each other, and where traffic is dense, the denser the better, the electric locomotive is peculiarly adapted, for here all the advantages of electric propulsion are available, unhampered by the extreme expense involved in long feeder lines.

At first it will probably be used in elevated railroad service, and in New York and Brooklyn and Chicago alone, its advent will be hailed with a feeling of deep gratitude. Electric locomotives will then probably be adopted as feeders to the trunk lines, both for freight and passenger traffic; and to operate short suburban lines, where a rapid efficient service is a requisite. Their peculiar fitness for switching purposes will advance their use another step, and then slowly, as the different problems presented are overcome, they will invade the province of the trunk line steam locomotive and the millenium of railroad travel will be within the realities of life. Indeed it will not be long before passengers will travel in comfort through the tunnels at Baltimore, behind 100-ton electric locomotives now being constructed.

The Pennsylvania has for some weeks past been operating from one tower at Conemaugh fourteen switches by electricity, and so satisfactory has been the experiment that at several points where there is even a greater bunching of switches this method of operating them by electricity is to be adopted.

### The Western Union Exhibit.

THE interesting display of the Western Union Telegraph Company occupies a prominent position in the east gallery of the Electricity Building at the World's Fair. The exhibit is a popular one, designed more with a view to the telegraphic education and interest of the public, than to impress technical men by an exhibition of new apparatus and methods, and to this end the space is entirely unprotected. Visitors are at liberty to inspect the apparatus and curiosities from all sides and to see the instruments in actual operation.

The section is divided between two departments, telegraphy proper and cable work, and at either end stands a marble bust, the one of Prof. Morse and the other of Cyrus W. Field, typifying the two branches of work. At the telegraph end the first instrument to catch the eye is the original receiver made by Prof. Morse and exhibited at the University of New York in 1836. It is a very primitive looking affair consisting of a wooden frame at right angles to which is held an ordinary horseshoe electro-magnet, actuating a second frame suspended from the first and carrying the tracing pencil. The mechanism for drawing the paper strip upon which the message is traced is simply an old clock train and weight. In the same case is shown the latest form of sound receiver for the purpose of comparison. The development of the modern instrument from the crude experimental one is most striking, while the principle involved is the same. Here are also photographs of the original message, " What hath God wrought."

A set of instruments for showing the working of the quadruplex system occupies a table near at hand. The other end of the line is on the main floor of the building, but is worked by means of an automatic sender at this end, -an ingenious device designed for the occasion by Mr. J. N. Johnson, the manager of the exhibit. These two exhibits are intended to show at a glance the advance from the early days of telegraphy to the latest development of the science. Two early messages are shown, framed; the one an original, bearing the signature of Daniel Webster, and the date 1851. while the other is the operator's transcript of a message received from a certain Mr. Hathaway in 1850, stating that he will take the first boat that leaves. It would be interesting to learn that he caught it, and, if not, when the next was due. But this is veiled from us. Here is also shown an automatic duplex cir

cuit Wheatstone transmitter for high speeds from 350 to 400 words a minute and an ordinary stock ticker in operation. Some specimens of telegraph poles showing the destructive action of air, water, insects and birds in different climates, complete the telegraphic display.

In the section presided over by the bust of Field are cases containing models of cable laying and repairing vessels, most prominent among which, of course, is that of the Great Eastern. Then comes the Mirror, the repair vessel of the Eastern Telegraph Co., with whose lines those of the Western Union connect in England for points in the east and also for Africa and Australia, and last the Relay, belonging to the Central and South American Telegraph Co. The Western Union lines alone connect with those of this company at Galveston, Texas. Sections of the original Atlantic cable hang upon the walls, and in a large case is shown the method of making and insulating a modern cable, each step being given from the crude rubber to the finished armored cable ready for deep sea service. Leaning against the case containing the model of the Great Eastern, is the grapnel with which, on Sept. 2, 1866, Captain (afterward Sir James) Anderson recovered the broken cable of 1865 from a depth of 1,950 fathoms in mid ocean. Previous to this feat, the greatest depth from which a cable had been raised was 500 fathoms. A profile chart of the ocean bed showing the route and positions of the ten existing cable lines, forms an interesting feature of this part of the display, as do also two large telegraphic charts of the entire world.

The latest development of the well-known syphon recorder may be seen in operation in the centre of the space, while nearby is the old mirror system in which a ray of light was reflected from a small mirror carried on a small magnet, influenced by the sending current, dots and dashes being indicated by the movement of the ray to one side or the other of the zero point of a scale. By this method one man was required to read the signals while another transcribed them, and, of course, no automatic record was possible. A Frier automatic transmitter for cable work, especially designed for the exposition, is used in connection with the syphon recorder.

The booth is brilliantly lighted at night by eighty-five incandescent lamps, and is full of interested visitors from morning till closing time. The exhibit is exceedingly well arranged and managed, and is one of the most encreasful in the building.

successful in the building.

Mr. Johnson is assisted in the management of the exhibit by Mr. H. G. Spohr.—Electrical Engineer.

#### Good Things to Remember.

IT IS well to remember in these troublous times that the country is very big, and that a multitude of men can be out of work and still leave many millions fully employed. At worst, the burden of enforced idleness is not so heavy as it is in the most favored countries of Europe where the standing armies alone keep millions of strong young men worse than useless. In like manner while very many banks fail they are few in comparison with those which stand unshaken. In New York, Boston, Philadelphia, Pittsburg, Cleveland, Baltimore, St. Louis, Cincinnati, San Francisco, New Orleans, St. Paul, and many other great centers of trade and industry the banks have not flinched as yet, and Chicago has scarcely been touched. Generally speaking, the populous Eastern and central sections of the United States have been solid beyond all expectations, and they will go through the whole financial and commercial disturbance in good enough condition to rapidly repair the damage done in the West. This republic is all right yet, and prosperity will come again before the faint-hearted look for it.

THE New York Central's books for travelers are well written and illustrated pamphlets called the "Four Track Series." Several of these are at hand. They deal with facts and figures of interest to the tourist, the traveler, the man of business, going anywhere or coming back, how to get there, what to enjoy. Where to "put up" and how much to "put up." These pamphlets will be mailed to any address by Mr. Geo. H. Daniels, G. P. A., New York City. Their titles are: "The Luxury of Modern Railway Travel," "The Railroad and the Dictionary," "America's Great Resorts," "Suburban Homes North of the Harlem," "Health and Pleasure," "The Adirondac Mountains," "The Lakes of Central New York," "Two to Fifteen Days' Pleasure Tours," "Two Days at Niagara Falls," "The Thousand Islands," "Saratoga, Lake George, Lake Champlain," "In the Catskill Mountains."

THE fate of railroads built to carry bonds instead of freight may be appreciated by a glance at the following figures: During the first six months of '93, companies in the United States to the number of twenty-seven went into the hands of receivers, while seventeen were sold out under forclosure proceedings. The total mileage involved was 6,386; funded debt and capital stock of all \$400,000,000 in round numbers.

#### Our New England Letter.

(From our Regular Correspondent.)

THE dog days are with us; general humidity is getting in some fine work, likewise the flies, and still more likewise, the mosquitoes. Some of our lucky brothers are stewing in the hot salt breezes of the seaside resorts, while a great many more of us still luckier fellows are enjoying the early morning breezes as we go daily to our allotted toil. Vacation is a nice thing to have about, but the majority of people make such a desperate effort to crowd in the maximum amount of pleasure, that to obtain any benefit from their outing, a week of supplementary rest is needed.

August is giving us plenty of thunder storms and a very sticky specimen of hot weather, but on the whole the nights have been cool, and thus the discomforts of the heat are mitigated.

"Where are we at?" is a question which is perplexing the business and financial world just at present, and all eyes are turned to Congress for an answer. Times are hard no doubt. An army of men are out of employment, and the problem of existence is troubling many a workman's brain; but we have failed to hear of a single case where a railroad station agent has lost his position, or received a cut-down in his salary in consequence of the depression.

Just at this particular crisis it strikes me that the station agent is luxuriating in clover—railroads can't run without station agents, and shut downs and poor business, while it may reduce the clerical force, will not disturb the man in charge of a railroad station; he may have to work a little harder, but he is sure of his salary; his pay day comes at regular intervals, and the price of stocks and the demand for manufactured articles need not disturb his slumbers at night. Our friends, the grumblers, should take note of these facts, and congratulate themselves that they are today members of the brotherhood of railroad station agents.

The excursion committee of the New England Railroad Agents' Association have about completed their plans for the annual outing in September; it has been decided to make a combination trip to New York, that is going and coming by two routes, the Fall River Line and the Hudson River; the trip can be made in two days, and will give a variety of water and land travel, with many attractive features.

#### THE MONTH'S RECORD.

Railroad stocks have taken a disastrous tumble, and one can become a stockholder in these days with but little outlay.

President McLeod is infusing new life in the New York & New England railroad, and the public are quick to appreciate the fact. New traffic arrangements have been made, and an independent entrance into New York City is probable in the not distant future.

Hon. Warren E. Locke, for long identified with railroad interests, is a candidate for the Massachusetts state treasuryship.

The annual report of the Boston & Albany R. R. is just out, showing the gross receipts to have been the heaviest in the road's history.

J. E. Buckeley has been appointed agent of the Fitchburg railroad at Ayer Junction, Mass. Mr. Buckley has been in the railroad business for many years, and is well qualified for his position. Mr. E. W. Carley takes Mr. Buckley's position of freight cashier.

Work has commenced on the new Union depot at Concord Junction, Mass., and a handsome structure is to be erected.

The passenger station of the N. Y., N. H. & H. R. R. at Framingham, Mass., was burglarized Aug. 9th and thirty dollars stolen.

Burglars entered the B. & M. R. R. depot at Kittery Junction, July 16th, and stole about \$15 in money.

The railroad bridge over the Blackstone River at Blackstone, Mass., on the main line of the N. Y. & N. E. R. R., was destroyed by fire Aug. 8th. The fire was undoubtedly of incendiary origin, and President McLeod has offered \$1,000 reward for the detection and conviction of the miscreants.

W. S. Allen has been appointed agent of the Fitchburg railroad at Walloomsac, N. Y.

The Boston & Maine freight depot at Springfield, Mass., was badly damaged by fire Aug. 10th, the loss being about \$25,000.

Seth Hunt, who was treasurer of the Connecticut River R. R. Co. for thirty-five years, died last month in Springfield, Mass., aged 79 years.

Grafton Upton, foreman of the Old Colony car shops at So. Boston, was presented with a gold watch, chain, and other valuable gifts by the employees of the shop on Aug. 8th.

It is probable that another station will be added to the already long list of the Boston & Albany stations in the city of Newton, Mass., as residents of Hunnewell Hill have petitioned the road to that effect.

Frank H. Green has been appointed agent of the Old Colony system at Wrentham, Mass., vice Oliver J. Goodspeed, resigned.

J. J. Grady, station agent of the N. Y. & N. B. R. R. at Hawleyville, Conn., was run over and killed by a train July 16th.

The stations at Troy, N. H., and Marlboro, N. H., on the Fitchburg railroad, were entered by burglars last month, but nothing of value stolen.

J. R. Mackessy, the popular agent of the B. & M. R. R. at Waverley, Mass., has returned from a month's vacation in New York.

G. A. R.

#### In Need.

WESTERN newspaper is responsible for the following: "It is said by an eastern exchange that a young lady in their city "kneads bread" with gloves on. That isn't anything surprising. We need bread with our shoes on, and our pants on, and in fact with all our clothes on, but if some of our precious subscribers do not settle up soon, we'll 'need' it without any clothes on at all. See?"

Excursions for Pennsylvania Railroad Employees.

PAMPHLET has been issued to the employees of this company, said pamphlet containing information concerning the excursions provided by the liberality of the management. There will be seven excursions altogether, the first starting on July 29th. The employees on the first one will comprise men from the New York, Belvidere, Amboy, and Delaware Extension divisions. The special will leave New York at 8 and Philadelphia at 10:30 A. M., arriving in Chicago the following afternoon. The transportation will be free to employees and their families, and hotel arrangements have been made by the company at reduced rates. The employees of the Philadelphia and Schuykill divisions will go out on August 5th and return on August 13th. The time between August 12th and 20th has been assigned to the employees of the Philadelphia, Wilmington and Baltimore, Maryland, Delaware and Central divisions. On August 19th the employees of the Pennsylvania, Frederick, Baltimore, Northern Central, Maryland, and Philadelphia, Wilmington and Baltimore divisions will start, returning on August 27th. From August 26th to September 3d has been allotted to the Pennsylvania Railroad, Northern Central Railway, and the Philadelphia and

Erie Railroad. Altoona division has its our ing from September 2d to the 10th. From September 9th to 17th is given to the Pittsburgh, Cambria and Clearfield, Western Pennsylvania, and Monongahela divisions. The West Jersey and Camden and Atlantic employees go out on September 16th and return on September 24th.

DID you ever think how much the success of the busy day depended on a satisfied stomach? A fine cup of coffee in the morning goes far toward making a man at peace with all the world. We desire to call your attention to Robert S. West's advertisement of a Percolator. It saves twenty per cent. in coffee, as well as time and trouble in making, and gives you the pure nectar. No annoying grounds in your cup or clogging the spout of your coffee pot. See Mr. West's advertisement in this magazine.

Chicago to St. Paul and Minneapolis.

WHAT THEY SAY ABOUT IT. HON. CHAS. A.
PILLSBURY SPEAKS OF HIS MISSION TO
WASHINGTON, AND THE BURLINGTON
ROUTE BETWEEN CHICAGO AND
MINNEAPOLIS.

ON Chas. A. Pillsbury, after a trip East, is again in his Minneapolis office. Speaking of his mission, the merchant miller said;

"I went to Washington in company with other gentlemen to represent the National Milling Association, with reference to the foreign bill of lading. The bills of lading which the steamship companies have been giving have been absolutely worthless, and have relieved the steamship companies from all reliability on account of their own negligence and carelessness.

"A bill to remedy this evil had already passed the house of representatives, through the efforts of Harter, of Ohio, and Lind, of Minnesota, and other business included a hearing before the senate committee, of which Senator Frye is chairman. The steamship companies were represented in force, but the committee unanimously recommended the passage of the house bill, with some amendments which do not detract from the efficiency of the measure and which satisfy the committee.

"Another thing which gratified me on returning home was the magnificent train service on the Burlington road. I found on the Eastern roads a class of cars which the Northwest had discarded years ago, and I found some new compartment cars on the Burlington Route which surpasses in elegance anything I have seen in the world.

"Certainly the people in the Northwest have nothing to complain of as to the passenger service this railroad is giving between here and Chicago."—Minneapolis Evening Tribune, Jan. 31, 1893.

# Railroads and the People.

ONDER the above caption The South says: In a certain sense America is the creation of the railroads. Originating, as a civilized land, in the matchless energy and patriotism of its early settlers, the consummation of its progress is seen to-day at Chicago in the grandest display of the results of human effort yet witnessed by the civilized world. Yet what would America have been had the advent of steam and electricity been deferred, say, to the twentieth century? We can picture populous coast settlements, prosperous towns, and at certain points in the interior possessing exceptional advantages, and reached by the common roads, places of considerable importance might have grown up. But that great interior, those colossal cities throbbing with life and energy, that complex civilization extending clear across a whole continent from Boston to San Francisco, would have been hopelessly impossible but for the railroad lines that now link all parts of this Union together.

It is not unreasonable, therefore, that the railroad interest should have become of paramount importance here as everywhere. The railroads have stretched their lines all over the land, and wherever they have gone towns have sprung up, and our marvelous resources have come to light and utilization. They have unified this immense land, and have accomplished in a century what might otherwise have been the work of a thousand years.

But a railroad—especially a great trunk line -before it can exist, requires the courage of the capitalist, and of many capitalists in association. Let the right of way be accorded and liberal subscriptions of money offered through all the country traversed, the promoters still stand the brunt of the difficulty, and have to invest large sums in the construction of the way, the furnishing of engines and cars, and the pay of an army of employees. They are human, and like every one else they seek profit. It is natural that they should desire an adequate return for their money, and this can come only in the shape of payment for transportation of passengers and freight. There are several considerations which would naturally induce a railroad company to make the most liberal terms to the public. Whether or not a road has a monopoly, the lower the rates the greater will be the traffic. The greater the traffic the greater the prosperity of the section, and hence the greater the future of the railroad. A railroad comes to stay. It can not, like many concerns, remove its plant to quarters more desirable. It is identified for all time with the tract it serves, and everything it can do to increase the prosperity of its territory is work done for itself.

We see on all sides, in every part of the country, what railroads have done for America. Out on the plains of the west the railroad was the pioneer of cultivation. Wherever a railroad ran, by which civilization could be let in and products could be shipped to a market, the people, many from other countries, stepped from off the cars, tilled the lands and formed cities. It has been the same, more or less, all over the country. The greatest expectation of some rising town is always the advent of a line that will give it connection with leading centres and with the outside world.

Coming to the south, we see what railroads have done for the development of that country. The great lines leading from the west are building up seaports that already are figuring largely in export trade, and must before long become the points for a vast outgoing and incoming traffic for the accommodation of the interior. Wherever the railroad goes there is life and progress. Let us take, for example, the state of Florida. It is a beautiful country, with a balmy climate that in the winter months is a perennial seduction to the people of the rigorous north. But what would Florida, as a ... state, be without its railroad system, reaching from Jacksonville to Charlotte Harbor? How would its industries, that require the means of marketing products, have grown up, or how would its rising interior towns have been pos\_ sible? But when it comes to the development of resources in iron, coal, and timber, we have a more realizing sense of the immense passe that the railroads have played. Taking suc states as Virginia, West Virginia, Alabama, the Carolinas, and Georgia, we can imagine i what primitive condition they would have remained but for the opening of such roads the Norfolk & Western, Chesapeake & Ohica East Tennessee, Virginia & Georgia, et These roads have brought to market product. that without their agency might have remained unused for centuries. They have opened hitherto inaccessible tracts, and haveled the way for settlement and civilization. But the different companies have done muck more than this. Pursuing the right business policy of doing their utmost to build up the interests of every section traversed, they have been instrumental in founding towns and form tering industrial interests all along their line

But why speak further of the service that the railroads are rendering everywhere in the country? They are so important a part of our present system that we can hardly imagine what the United States would be without them.

The state legislation to exercise a certain superintendence of the railroads is conceived, undoubtedly, in a wise spirit, since the colossal influence of a railroad takes it out of the field of ordinary private enterprises. This fact has been recognized in other countries, where stringent governmental regulations exist. But such legislation should foster rather than impair the usefulness of a company. In the older countries, where all the large centres have been established for centuries, and are linked together by a network of common roads, railroads are simply an improvement, a useful servant, while here they have been the makers of large sections, and will be the makers of future prosperity and influence, if their enterprise is unchecked. Considering the large interests they hold in a state, the amount of taxes they pay, in every railroad commission they should be fairly represented, and only experts should pass on the question whether the rates charged allow a fair return on capital. The large number of receiverships shows that for some reason railroads have not been very profitable of late. Any commission possessed of true intelligence will fairly investigate the causes, and see to it that while the general public is protected, nothing oppressive shall be enacted to obstruct the enterprise of the great developers of the country.

#### Direct Route East and West.

The Ohio & Mississippi Railway is the direct route east and west, and the only line running all trains through solid between Cincinnati, Louisville and St. Louis. It is the short line between Cincinnati and St. Louis, and the fast line between Cincinnati and Louisville, and between St. Louis and Louisville.

All trains are vestibuled and a double daily line of Pullman vestibule buffet sleepers run between St. Louis and New York without change in both directions, via Washington, Baltimore and Philadelphia.

Its recently inaugurated through train service between Louisville and Chicago, via North Vernon and the Big Four Route, makes it the most desirable route for World's Fair business, as the passengers are landed directly at the World's Fair gates, or taken to the Union Depot, as may be preferred.

For tickets via O. & M. R'y inquire of agents of all connecting lines.

O. P. McCARTY, Act'g G. P. A.

## Interchange of Traile in Europe.

ONDER the above caption the London Railway Engineer says: On the 1st of January of the present year there came into operation the convention which was signed at Berne on the 14th of October, 1890, by th representatives of France, Germany, Austria-Hungary, Belgium, Italy, the Netherlands, Luxembourg, Russia and Switzerland, regulating the through carriage of goods by railway. The subject has been a matter of consideration and negotion since the year 1874, when the Swiss Federal Council took it in hand, and from that time until September, 1892, when the convention was finally ratified by the various parliaments of the countries parties to it, M. de Seigneux, president de la Cour de Cassation of Geneva, has, at numerous international conferences, and by addresses before public and commercial associations, unweariedly advocated this international agreement, which secures absolute uniformity in the regulations for the carriage of goods throughout nearly the whole of the continent of Europe.

The difficulty and magnitude of the work thus accomplished can only be properly appreciated when it is stated that the agreement concerns everything relating to the through traffic of eighteen different countries, each with its own separate laws for dealing with its local railways, and that it applies to about 80,-000 miles of line. It is true that certain railways have hitherto agreed with the foreign railways with which they are connected, upon the rates to be charged for the carriage of goods over the combined railways, and for the apportionment of any sums which may be disbursed as compensation for loss or damagesuch, for example, as the Eastern of France, which had entered into a private arrangement with the German railways, and the tripartite convention between the South Eastern, Chatham, and Northern of France railways-but outside of these private agreements, which can be abrogated at will, there was nothing to compel the railway companies to enter into relationship with foreign railways. The result has been, therefore, that in cases of delays, damage, or loss of goods carried over the lines of a foreign state, the trader was very much at the mercy of the railway companies; inasmuch as his claim for compensation, if contested, had probably to be preferred before the legal tribunals of a country with the laws of which he was entirely unacquainted. All this uncertainty and inconvenience is removed by

the international convention, which makes the company to which the goods were first delivered responsible to the consignors for their safety throughout the entire journey. An action at law can be brought before the courts of either the receiving company, the delivering company, or if the consignor can ascertain it, the company at fault; and any one of these tribunals will be competent to hear and to dispose of the claim.

The authors of this convention hope that at no distant date it will be possible to secure a uniform classification of goods traffic throughout what we may perhaps call the Continental Railway Union, but, not unnaturally, they look upon a unification of tariff as being outside the object of the convention, and as a subject which must be left in the hands of the railway companies alone.

A central office has been constituted, consisting of a director of administration and a court of arbitration, composed of distinguished lawyers and railway experts, whose duty it will be to hear and decide any differences which may arise between the railway companies.

There is nothing very novel, to any one acquainted with the operations of the London railway clearing house, in the machinery by which the through traffic will be conducted, with the exception that the way-bill is in duplicate, one portion of which will bear the receipt of the railway company for the goods delivered to it and will be returned to the consignor. This duplicated way-bill plays a very important part in certain eventualities, such as the rights of the consignor to stop the goods from being delivered to the consignee, etc. These are, however, matters of detail, upon the explanation of which our space forbids us to enter; and it only remains to us to express the pleasure we feel in directing the attention of our readers to this important international convention, and to congratulate its authors upon the success which has crowned their efforts to facilitate the railway communication and the exchange of products and manufactures between the various states of the European continent.

## Franklin's Electric Light.

S many of our readers are or have been telegraphers, we know they will be interested in the following from the Boston Herald, which we clip from the Journal of The Telegraph:

The Department of State has just received from Mr. B. F. Stevens of the United States

Dispatch Agency at London, an accortorical electrical apparatus once of Franklin, which he has recently une that city. Among other things Mr says he has found that Franklin, dlast sojourn in England, made as light, and that he could produce from his primitive appliances sufficient electoread by. This antedates the act of Edison by more than 100 years.

The lamp is in a good state of tion, and has recently been tester owner, a gentleman residing near who finds that it works as satisfacte as when Franklin himself experimen it. It is a curiosity of great value portance in illustrating the history of lighting. It is by no means the are the incandescent lamp of modern t principle, however, is that of the without carbon points, this deviceinvented by Sir Humphrey Davy in : demonstrating the practicability o lighting. The total length of the within which the light is produced twelve inches and the diameter thre Each end is provided with attach connecting it with the positive and poles of the machine, which, it show membered, was the only means of & electricity with which men were miliar.

The electric light in this rude but device was produced by the leaping tercepted current from the ball to the point. The ends of the tube are particularly for the same reason globes of the arc light are closed a and the light given off is brilliant a

The machine with which Frank ated the electricity for this novel e is turned by a crank, grindstone lik the most powerful and complete in tion of any electrical machine of This crank turns a ponderous c glass, which is rubbed by brushes covers. These brushes convey the collected from the cylinder to the p negative conductors, supported on pillars, where it can be used for p experiment. The machine is stan and is capable of producing a sparl fifteen inches long. While simple struction, it could hardly be improv our wisest electricians. It is especia for the advanced experiments of va which Franklin was engaged wi period of his life.

#### OUR LEGAL DEPARTMENT.

# IMPORTANT DECISIONS AFFECTING RAILROAD INTERESTS.

REBATES AND ALLEGED Unjust DISCRIM-INATION.—The decision of the United States Supreme Court in the case of the Union Pacific vs. Goodridge, recently reported, holds that all shippers must be treated by carriers with absolute equality, and distinctly recognizes the right of law-making bodies to regulate railways through railway commissions, especially that feature of state and federal regulation which requires carriers to obtain permission of the commission before granting lower rates to persons and places. The case was brought under a statute of Colorado, which prohibits unjust discrimination in practically the same language as that employed in the interstatecommerce law. The same rate, \$1 a ton, was. in effect to Denver from both Brie and Marshall, but while Erie coal paid the tariff rate. Marshall coal was only charged 60 cents per ton, a rebate of 40 cents from the schedule rate.

The controlling effect of this decision, as a precedent in cases, both civil and criminal, arising under the interstate commerce law, is shown by the following extract from the opinion, which is by Mr. Justice Brown:—

"This act was intended to apply to interstate traffic the same wholesome rules and regulations which congress two years thereafter applied to commerce between the states, and to cut up by the roots the entire system of rebates and discriminations in favor of particular localities, special enterprises, or favored corporations and to put all shippers on an absolute equality, saving only a power not in the railroad company itself, but in the railroad commissioner, to except 'special cases designed to promote the development of the resources of this state. The statute recognizes the fact that it is no proper business on a common carrier to foster particular enterprises or to build up new industries but, deriving its franchise from the legislature, and depending upon the will of the people for its very existence, it is bound to deal fairly with the public, to extend them reasonable facilities for the transportation of their persons and property, and to put all its patrons upon an absolute equality. So opposed is policy of the act to secret rebates of this description that it requires a printed copy of the classification and and schedule of rates to be posted conspicuously in each passenger station for the use of the patrons of the road, that every one may

be appraised, not only what the company will exact of him for a particular service, but what it exacts of every one else for the same service, so that in fixing his own prices he may know precisely with what he has to compete. To hold a defense thus pleaded to be valid would open the door to the grossest frauds upon the law and practically enable the railroad to avail itself of any consideration for a rebate which it considers sufficient, and to agree with the favored customer upon some fabricated claim for damages, which it would be difficult if not impossible to disprove. For instance, under the defense made by this company, there is nothing to prevent a customer of the road who has received a personal injury from making a claim against the road for any amount he chooses, and in consideration thereof, and of shipping all his goods by that road receiving a rebate for all goods he may ship over the road for an indefinite time in the future. It is almost needless to say that such a contract could not be supported.

"There is no doubt of the general proposition that the release of the unliquidated claim for damages is a good consideration for a promise as between the parties, and if no one else were interested in the transaction that rule might apply here; but the legislature, upon grounds of public policy, and for the protection of third parties, has made certain requirements with regard to equality of races, which in their practical application would be rendered nugatory if this rule were given full effect."

This decision is regarded at the office of the Interstate Commerce Commission as an endorsement of its construction of the second and fourth sections of the Interstate Commerce law. The commission decided a case similar to this in 1887, the Providence coal case, and held that a discount for quantity shipped was unlawful. It also applied the same rule of construction in the "party-rate case." The Supreme Court, speaking through Mr. Justice Brown, did not coincide with this view when the case came up on appeal, but in the present decision, the same justice writing the decision, the court seems to recede from so much of its decision in the party-rate case as recognizes the right of carriers to apply the principle of wholesale and retail to the business of transportation. The recognition by the court of the right of a law-making body, while prohibiting differences in rates as between persons or between places, to empower a commission to grant relief from the operations of that rule in special cases, and the construction given by the court in this case

Goodridge to the words "circumstances and considerations," which are in the second and fourth sections of the Interstate Commerce law, as well as in the Colorado statutes, are believed at the Interstate Commerce Commission to be in line with its ruling under the fourth section, that carriers must apply to it for relief before they can charge less for the longer haul on the ground of competition between carriers subject to the act; and, consequently, that this decision points to the reversal of Judge Newman's recent long and short haul decision, which takes the contrary view. In regard to criminal violations of the law, that portion of the decision which discoutenances "fabricated claims for damages" as the basis of rebates from published tariffs is regarded at the office of the commission with especial satisfaction.

RIGHTS OF RAILWAY COMMISSIONS.—The decision of the United States Supreme Court in the case of the Union Pacific vs. Goodridge just reported holds that all shippers must be treated by carriers with absolute equality and distinctly recognizes the right of law-making hodies to regulate railways through railway commissions, especially that feature of state and federal regulations which requires carriers to obtain permission of the commission before granting lower rates to persons and places. The case was brought under a statute of Colorado, which prohibits unjust discrimination in practically the same language as that employed in the Interstate Commerce law. The same rate, one dollar a ton, was in effect to Denver from both Erie and Marshall, but while Erie coal paid the tariff rate, Marshall coal was only charged sixty cents per ton, a rebate of forty cents from the schedule rate.

FAST MAIL TRAINS GOVERNED BY SAME STATUTES AS REGULAR PASSENGER TRAINS:—The Supreme Court of Illinois decides that a train designated as a "fast mail train," and used mainly for carrying the mail, but which also has cars for the use of passengers, is a "regular passenger train," within the meaning of the statute, which declares that "all regular passenger trains" shall stop a sufficient length of time at the railroad station of country seats to receive and let off passengers with safety. [Ill. Cent. v. People, 33 N. E. Rep., 173.]

PROPERTY DAMAGED IN TRANSIT TO A GREATER EXTENT THAN BILL FOR FREIGHT MUST BE DELIVERED WITHOUT COLLECTION OF CHARGES.—In South Carolina it is held that if property is damaged, while in the charge of a common carrier, to a greater ex-

tent than the bill for freight, the lien of the carrier is extinguished; and the consignee not only has the right to demand the property of the carrier without payment of the freight charges, but retention by the carrier amounts to a conversion, for which trover will lie. [Miami Powder Co. v. P. R. & W. C. Ry., 16 S. E. Rep., 339.]

SAMPLES IN TRUNKS AS BAGGAGE.—In the Supreme Court of New York it is laid down that samples of merchandise contained in the trunks of a commercial traveler, and belonging to his employer, do not form a part of his baggage; and, where such samples are checked as baggage on a railroad over which he takes passage, the mere facts that he paid an excess baggage charge demanded because the weight of the trunks exceed the limit fixed for free transportation, and that he informed the beggage agent that the trunks contained samples, do not show that the company undertook to carry such samples as freight, so as to render it liable to the owners for their loss or destruction, in the absence of any showing that it or its agente were informed that the samples were owned by any one else than the passenger. [Talcott v. Wabash R. Co., 21 N. Y. S., 318.]

The Missouri Pacific Railway send gratis to the great public, works of art and literature in "St. Louis Through a Camera," "The Hot Springs of Arkansas" and "Summer and Winter Health Resorts."

"St. Louis Through a Camera" is certainly a tribute to that great city, its industries, and its lavish outlay in ornamentation of its streets, its buildings,—public and private—as well in its large area of public parks and gardens.

These works are certainly an honor to the Missouri Pacific Railway and its enterprising general passenger agent, H. C. Townsend.

They also issue pamphlets giving general information relative to those states which their lines traverse.

While a sentiment prevails that railways are engaged in grasping for the mighty dollar, these works demonstrate that railways are also engaged in the great work of education, and expend thousands of dollars every year in this direction.

WE have about sixty of Martin & Strachan's Guides which we offer to our subscribers at one dollar per copy. These Guides gives one at a glance, the total amount in dollars and cents, on any weight of freight, at any rate, and are a wonderful assistance in saving time, as well as assuring accuracy, and will save any agent much more than their cost in corrections on freight billing. Address

M. G. CARREL, Manager.

#### TWIN CITY TWINKLES.

TRAFFIC MANAGER A. F. BANKS, Supt. of Telegraph George Gist, and Purchaser R A. Dugan, of the Iowa Central, have all resigned lately. This action cleans out the old Central regime pretty thoroughly.

W. G. HASKELL, of Vinton, Ia., who has been traveling freight agent of the Burlington, Cedar Rapids & Northern for several years, has tendered his resignation. His successor hasn't yet been named.

THOS. H. DIXON has been appointed local freight agent of the Northern Pacific at St. Paul, Minn., vice C. E. Morse, resigned.

L. C. STEBBINS, formerly traveling passenger agent of the Great Northern in St. Paul, and later in Montans, has been sent to represent that company in the same capacity in the south, with headquarters at Cincinnati, O.

PRESIDENT OAKES, of the Northern Pacific, announces the appointment of J. W. Kendrick to the position of acting general manager of that company, succeeding W. S. Mellen, deceased. The opinion prevails that Mr. Kendrick will ultimately be appointed to this high position permanently.

L. D. KENWORTHY, contracting freight agent of the Minneapolis & St. Lous at Minneapolis, and formerly with the same company at St. Paul and at Angus, Ia., has been appointed yard clerk for the company at Minneapolis.

IT is quite generally believed that upon the retirement of General Superintendent Case, which retirement is probable this fall, Superintendent Shields, of the western lines, will become general eastern superintendent of the Great Northern system.

THE local passenger association at Minneapolis, formed under the rules of the Western Passenger Association, is now in good running order. Mr. E. Burdick, general agent for the Santa Fe at Minneapolis, is the secretary of the association.

H. D. Logan having retired from the city ticket office of the Omaha at Minneapolis, M1. Chas. L. Smith, in the service of the company at Hudson, Wis., succeeds him as an assistant to Mr. Dunn, the agent.

## GENERALITIES.

Sweeping reductions in the general office forces of the Northern Pacific at St. Paul did not take place this month as rumored, although in the name of economy some reductions were made, especially in the auditor's department.

A new town has been established in Washington on the Pend d' Oreille river, about twelve miles from Newport, which lies on the main line of the Great Northern. This town is called Foatner, in honor of the president of the Great Northern Express Co.

THE passenger trains of the Duluth, Mesaba & Northern are now running into Duluth over the company's own tracks. Formerly entrance was had over the Duluth & Iron Range.

THE Great Northern makes regular seat rates to passengers wishing to patronize the luxurious buffet cars running on its new overland trains. Sleeping car passengers will continue to have free access to these cars, however.

AFTER paying out over \$1,000,000 back interest, \$259,000 for crossings improvements at Minneapolis, \$100,000 legal fees, and \$200,000 in physical betterments, the receiver of the Minneapolis & St. Louis R'y, in his report for 1892, shows a large sum of money still in hand, together with valuable supplies and bright prospects for the company's future.

THE Soo line now runs trains on its western division from Minneapolis to Minot, N. D. It is expected that this extension will meet the main line of the Canadian Pacific early in the fall.

By deals recently closed at Sioux City, Ia., it appears that the Great Northern will hereafter control the Sioux City & Northern R'y, while the Illinois Central will absorb the Pacific Short Line, and the new bridge and terminals built by the latter company at Sioux City.

W. S. MELLEN, late general manager of the Northern Pacific system, who died at Victoria, B. C., July 25th, was born in 1846 at Crete, Will Co., Ill., and was educated in the Chicago High School. He entered the railroad service in December, 1865, as telegraph operator at Milton Junction, Wis., on the Chicago & Northwestern, working his way up step by step until he became assistant general freight agent of that road. In 1881 he was appointed assistant general superintendent of the Atchison, Topeka & Santa Fe. In 1882 he returned to the Northwestern as general freight agent, and in 1885 became assistant general superintendent of that line. In 1886 he left the Northwestern to become general manager of the Wisconsin Central lines, and since July, 1889, has been general manager of the Northern Pacific's entire system. The General Manager's Association of Chicago passed the following resolution regarding Mr. Mellen's death:

Resolved, That the sympathy of the members of this association be extended to the family of the late W. S. Mellen, who have lost a kind and indulgent husband and father, and in whose loss their grief is shared by the members of this association, who as an associate and also as an officer have held him in the highest esteem. His manly qualities have won the respect of his associates and the employees of the corporation which he so ably managed.

J. W. KENDRICK, recently appointed general manager pro tem. of the Northern Pacific railroad, was born at Worcester, Mass., Oct. 14, 1853. His early education was technical, and when only twenty years old he was graduated from the Worcester Polytechnic Institute. Although that had been his intention at graduation, he didn't enter railroading until six years later. His first active service was as levelman on a Northern Pacific survey in Yellowstone Park. The following year Mr. Kendrick was given charge of 160 miles of construction on the Missouri & Yellowstone division, and in 1883 his rise was so rapid that he was made chief engineer of the section between St. Paul and Brainerd. Since 1888 his position has been that of chief engineer of the Northern Pacific leased lines,-the Wisconsin Central, Chicago & Northern Pacific, and Chicago & Calumet, terminal roads being under his direct care.

F. O. W.

The Railway World of August 5th publishes in detail the points claimed in the celebrated discrimination suit of Hoover & Miller vs. Pennsylvania Railroad Company. A contract with a consumer was made, covering a number of years, at a certain rate, this rate conditional on a specified tonnage daily.

A dealer in the same commodity was unable to obtain as low a rate between the same points. The court, touching the question of discrimination in rates, held that the railway company did not transgress the law, as the "conditions and circumstances" were dissimilar.

At a meeting of the railway council of the privy council held at Ottawa, July 22, attention was drawn to the fact that the Grand Trunk company were issuing mileage tickets from Chicago to Suspension Bridge at Niagara Falls at a two-cent rate, which it is alleged, is discrimination against local traffic. It was pointed out that from one point to another in Canada the rate was two and a half cents and that the discrimination was in contravention of the Canadian railway act. The government has asked for proof of the charge and a report from the Grand Trunk people, when the matter will be dealt with according to the evidence forthcoming.

#### The Train Dispatcher.

DID you ever think, you who have not been actually engaged in the operation, of the men, who, at the end of the division of a great railroad, control the hundred moving trains across the morasses and through the woodlands into the deep cut and through the tunnel, over the bridges, thundering through the hamlet stiring the dust like the whirlwind in their mad rush across the continent. On a great sheet ruled from top to bottom with columus for "train number," with stations printed on the side and lines ruled across the sheet at each named station, the record is kept; on the left of the center of the sheet the trains going west, on the right of the center the trains going east.

The first train going west is entered at the top of the sheet in the first left hand column, its number, its conductor, in engine number of cars and time of departure designated and each succeeding train similarly recorded.

The trains going east are entered on the right of the center and from the bottom in the same manner and the operator at each station telegraphs to the dispatcher the time of the arrival and departure of each train. The dispatcher enters this time in its proper column and opposite the station reporting it and as the trains following each other across the country, draw nearer, meet and pass onward the blackened, "time stained" train sheet shows to the dispatcher the relative position of the fivers.

When they are all on time and moving "by the card" it is all serene, but these times do not !come often in railroad experience. For something is bound to lay out some train and throw them out of the time designated by the card; and "Extras," having no designated time, requires specific orders for all meeting points.

The dispatcher must know the road, the capacity of its sidetracks for meeting points, the curves and grades, the weight of trains, the engine's working capacity, the ability of the man at the throttle and the conductor and crew to execute their orders. On all this and much more depends the movement of the trains.

And in the little office and besides the clicking instrument the minds of men governs the movement of the great whirling commerce. Hundreds of precious souls are in their charge flying in comfort and security over the iron bands, giving not e'en a passing thought to the men who guides their course in safety through the intricate mechanism of the spinning wheels of commerce. G.

#### PERSONALS.

Mr. W. F. Overdorf has been appointed ticket agent of the B. & O. Ry., Canton, Md.

Mr. George D. Smith has been appointed agent at Jones Point station, West, Shore Ry.

Mr. W. M. York has been appointed station agent of the Nor. Pac. Ry., at Elkhorn, Montana.

Mr. A. Gratton has been appointed station agent of the Nor. Paç. company at Jefferson, Montana.

E. Baker has been appointed agent of the S. F. & W. Ry., at Winston, vice J. E. Griffin, resigned.

Mr. J. R. Williams has been appointed relief station agent of the Nor. Pac. company at Toston, Montana.

Miss Azile Moore has been appointed ticket agent at West Norwood station, West Shore railway, vice E. S. Van Wart.

Mr. J. A. Gooden has this day been appointed agent at West Nyack station, West Shore Ry., vice P. H. Joyce.

Mr. F. R. Cox has been transferred from Rockford, Ill., to Oak Park, Ill., where he is cashier of the C. & N. W. Ry.

Mr. E. McManus, agent, Grand Trunk Ry. at Copperville, N. H., has been transferred to the employ of the same company.

Mr. H. P. Hughes has resigned as general passenger and ticket agent of the Missouri, Kansas & Texas railway of Texas at Denison Tex.

Mr. Orrin Warner, trrveling passenger agent of the Chicago, Burlington & Quincy, with headquarters at Chicago, has resigned that position.

Mr. J. Y. Baskin has been appointed acting commercial agent of the Mexican International at the city of Mexico, in place of Mr. C. K. Dunlap, promoted.

Taking effect August 1, 1893, Mr. P. G. Joyce is appointed commercial agent of the C. A. & C. company, with headquarters at Columbus, Ohio.

Mr. W. W. Root, formerly agent of the Cleveland, Cincinnati, Chicago & St. Louis at Louisville, Ky., has been appointed commercial agent of that road at Kansas City, Mo.

Mr. A. J. Adair writes us from Chicago, members of I. A. T. A. excursions for the past year will remember Mr. Adair as their sargentat-arms. He is still with the Pullman Co.

Official announcement is made of the appointment of Mr. Charles B. Sloat as assistant general ticket agent of the Chicago, Rock Island & Texas, with headquarters at Bowie, Texas.

Mr. W. C. McCann, formerly connected with the Ohio and Mississippi ticket office at St. Louis, has been appointed assistant city ticket agent of the Chicago & Alton at Kansas City, Mo.

Mr. Jesse Neer, ticket agent of the Ohio & Mississippi at Springfield, Ill., has been appointed division passenger agent of the Baltimore & Ohio South-Western, with head-quarters at Springfield.

Mr. O. H. Odell, formerly general freight and passenger agent of the Findlay, Fort Wayne & Western, has been appointed superintendent of that road, with headquarters at Findlay, O. Mr. C. I. Spear succeeds him.

Mr. W. A. Sprott, commercial freight agent of the Wabash at Cincinnati, has been appointed division freight agent of that road, with headquarters at Toledo, Ohio, to fill the vacancy created by the death of J. M. Osborn.

Mr. W. G. Crush, district passenger agent of the Louisville, New Albany & Chicago at Louisville, Ky., has resigned to accept the position of general passenger agent of the Missouri, Kansas & Texas lines in Texas. Mr. E. H. Bacon succeeds him.

Mr. E. O. McCormick, general passenger and ticket agent of the Cincinnati, Hamilton & Dayton railroad, has been appointed traffic manager of the Cleveland, Cincinnati, Chicago & St. Louis road, and will assume the duties of his new position September 1.

Mr. J. G. Woodworth has tendered his resignation as assistant general freignt agent of the Union Pacific to accept on August 15 the position of general freight agent of the Iowa Central railway, vice A. F. Banks, who becomes traffic manager of the Elgin, Joliet & Eastern.

A scientific gentleman has had the blood of a live lamb introduced into his veins as a remedy for general debility. It is probable that there will be no unusual effect save an abnormal fondness for all girls named Mary.

"You can't suffocate a shoemaker," observed the exchange editor, "because he can always breathe his last." "If he does," retorted the financial editor, "won't it bring him to his waxed end?"—Chicago Tribune.

#### NOTES AND ANNOUNCEMENTS.

Geo. H. Heafford, G. P. A., C., M. & St. P. will send you a book "How to see the World's Fair in six, three or one day," full of excellent suggestions.

Earnings of the Chicago & Northwestern system for the month of June show a decrease of \$57,993 as compared with those of the corresponding month last year.

The C. & N. W. will send you a "Daily memo book" and pocket dictionary a very useful article for visitors to the greatest show on earth, address Mr. F.M. Snavely, passenger agent, 208 Clark St.

Railroaders visiting the World's Fair don't fail to see the Pullman and Wagner trains in the Transportation building. Also the Krabel Palace Car Co. train, an inovation in sleeping car and drawing room car combination.

President Hill, of the Great Northern, has completed arrangements for running a line of steamers between the road's terminals and Asiatic ports. Within a short time the company expects to have in service thirty steamships.

The Illinois Central with its through World's Fair trains from Van Buren St. direct to the fair without stop are doing a wonderful business, and deservedly so for their enterprise, for they whirl you out to the Fair in fifteen minutes.

The railroads at Chicago have been greatly disappointed in the attendance at the World's Fair, and now the country demands "war rates" which will reduce the revenues to such a figure that there will be little or no money to the companies.

Most of the railroads are large donators to the World's Fair funds. We were informed the Chicago & Alton alone gave \$90,000; and all roads in proportion, and the World's Fair will scarcely pay a dividend, thus the financial outlook to the companies seem dubious.

On July 15, a law regulating ticket brokerage went into effect in the state of Minnesota. This law requires each agent to display a certificate of his authority as an agent of a railway company for the sale and redemption of tickets. We were unable to get the full text of the law, and hope next month to give a synopsis thereof.

A Cincinnati dispatch under date of July 22, says:

"President M. E. Ingalls, of the Big Four road, will in a few days withdraw from the Central Traffic Association. This will in all

probability precipitate the abolishment of that association, which was organized in 1887, and now is composed of twenty or more leading lines. Mr. Ingalls said yesterday that the organization was inadequate to the purpose for which it had been formed. The Big Four had contributed much money toward its support and has not been benefited accordingly. Mr. Ingalls has already withdrawn the Big Four road from the Chicago & Ohio River Association, to take effect August I."

#### Poor's Manual For 1893.

In the introduction to "Poor's Manual of Railways" for 1893 a variety of important statistics are given. They show that in the last fiscal year the net increase in railroad mileage in the United States was 4,429 miles. The total length of track laid up to December 31 last was 175,223 miles. The liabilities and assets of the railroad companies in this country aggregate as follows:

#### LIABILITIES.

Capital stock	\$ 4.020.555 225
Funded debt	5.463.611.204
Funded debt	. 285,831,888
Current debt	. 418,93 <b>5,28</b> 9
Total	\$11,088,933,289

#### ASSETS.

1100410.	
Cost railroad and equipment\$ Real estate, stocks, bonds, etc	9.37 <b>5.314.005</b> 1.62 <b>9.243.37</b> 1
Other assets	
Current accounts	219,070,432
Total	11,481,584,882

The figures given include statistics of elevated railways also. Full statistics were received from companies operating 170,606% miles of the total mileage not reporting operations, 1,259% miles.

Exclusive of the business of the elevated railroads, the traffic returns show earnings as follows:

Passenger	293,557,476
Freight	816,716,759
Other	81,582,864
Elevated roads	13,414,924
Total traffic revenue	1,205,272,023
Operating expenses	846,663,503
Net earnings	358,638,520
Other income	114,619,545
Total available revenue	473,258,065

Following is a statement of payments from available revenue.

Interest on bonds	\$232,659,089
Other interest	6,600,799
Dividends	83,336,811
Rentals, tolls, etc	
Miscellaneous	
Total	\$417,861,702
Balance excess of available a	ev-

55,396,363

# THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

OFFICIAL ORGAN

The International Association of Ticket Agents,
The Railway Agents' Association.

The American Railroad Clerks' Association.
The New England Railroad Agents' Association.

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Money Order, Postal Note, or Registered Letter, and should
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WRIGHT CO. Currency, unless registered, at sender's risk.
Advertising forms close on the 25th of the preceding
worth

month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

# PUBLIC OPINION AND LAW VS. RAIL-ROADS.

An article in a recent issue of the Railway Age and Northwestern Railroader giving quotations on the common stock of railways on July 10th, says: "Arrange the quotations from the highest down we find that the common stock of forty-five companies, which chance to be given in that day's transactions, \* • it appears that only four were quoted at par or above; while the rest, including a number of the strongest, best managed and most prosperous (italics are ours) of American railways range through the gamut of Wall street estimation down to 2 per cent., not to mention other stocks, not a few for which no price whatever is offered."

Continuing, it asks: "Does it look as if the railways were charging too much or were taxed too little when their capital stock is rated of so small value in the investment centre?"

In comment it says: "If the railways were paying and there was confidence that they would be justly treated, their bonds, secured by their entire tangible property and promising good rates of interest would certainly command high prices; and yet this is not the case. \* \* \* Certainly the railways as a whole are not in a prosperous condition, and are not able to stand further burdens. \* \* \* Folly and madness seem to rule the actions of a large part of the people toward this one interest—the one of all others, the prosperity of which is necessary to general prosperity. It is time that just, reasonable, sensible, publicspirited men arouse themselves to prevent the ruin which selfish, narrow minded and unjust agitators are participating."

That there has been and is injustice in matters of railway legislation cannot be denied, but it is largely the reaction of public sentiment.

How many land grants, and public and individual donations have been given to aid the construction of railway lines under certain expressed conditions and contracts which have been violated? How many people have been induced, under promise and with reasonable assurance of good returns, to invest in the stock of railway corporations and through sharp practices been deprived of even the principal invested?

How many cents actually invested does the dollar value of stocks represent?

Is it because of the attitude of the public toward the railroad, or the lack of confidence in the management fulfilling its agreement that stocks are so low? As a matter of investment common stock of any railway seems very uncertain; there are so many "preferred claims," "preferred stock," "first, second and third mortgage bonds," guaranteed, etc., that come in for their share first; for speculative purposes common stock may have a field with other "futures."

There are two sides to these questions, and when the "just, reasonable, sensible, public-spirited men" on both sides will meet and confess their sins of omission and commission, when the press and journals voice actual facts, not half truths, then will conditions more nearly approximate justice.

Let past and present facts and conditions be fully elucidated, concealing nothing; acknowledge that there are two sides to the controversy. In the great arena of public opinion discuss them freely and fearlessly; spread them broadcast. The common people are wonderous readers and deep thinkers; slow, perhaps, to master detail, but they form opinions which change only through apparently good and sufficient argument. Their sense of justice countenances no jugglery of honor. Law is an actual guide of conduct, and contracts and promises are to be fulfilled to the letter. We believe the injustice to railways through legislation is the result of the pressure of public opinion, honestly intended to correct railway maladministration.

Public opinion, with distrust and suspicion intensified by selfish demagogues on both sides of the question, who, attempting to show innocence on their side and guilt on the other, impress the general reader and thinker that the whole system is corrupt.

# IN ACKNOWLEDGMENT.

We are in receipt of letters from the following general passenger agents, containing words of commendation and good cheer, and promises to furnish us, from time to time, with matters of interest to our readers. We are sorry space forbids us publishing the full text:

A. J. Smith, L. S. & M. S. R'y; C. C. Jenkins, T. St. L. & K. C. R. R.; W. H. Fisher, C. H. V. & T. R'y; P. S. Eustis, C. B. & Q. R. R.; S. W. Cummings, Cent. V. F. R. R.; C. G. Hancock, P. & R. R. R.; Jno. Sebastian, C. R. I. & P. R'y; W. A. Thrall, C. & N. W. R'y: J. M. Hall, W. & L. E. R'y; W. J. C. Kenyon, C. B. & N. R. R.; W. H. Bennett, T. A. A. & N. M. R'y; J. W. Burdick, D. & H. C. Co.; J. E. Hannegan, B. C. R. & N. R'y; W. B. McNider, S. C. & N. R. R.; J. E. Terry, C. L. & W. R'y; J. E. Lockwood, K. C. F. S. & G.; B. F. Horner, N. Y. C. & St. L. R'y; W. L. Danley, N. C. & St. L. R'y; T. M. Emerson, Att. Coast Line; J. N. Babcock, P. & S. Stmr. Co.; O. P. Mc-Carty, O. & M. R'y; A. O. McDonell, F. C. & P. R. R.; F. I. Whitney, Great Nor. R'y; Chas. S. Lee, Col. Mid. R'y; C. A. Cairns, C. & N. W.; Jos. Richardson, J. S. & A. & I. R. R'y; C. M. Pratt, M. & St. L. R'y; E. E. Posey, M. & O. R'y; J. H. Bennett, R. G. & W. R'y; Chas. S. Fee, Nor. Pac. R'y; D. J. Flanders, B. & M. R'y; B. Stockhouse, R. I. & P. R'y; E. A. White, Mex. Cent'l R'y.

Also the following secretaries of various railway associations, promising items, general and personal:

E. A. Moseley, secretary Interstate R'y Com.; Wm. H. Crafts, secretary Mass. R'y Com.; T. J. Stewart, secretary Penn. R'y Com.; J. J. Arthur, secretary Tex. R'y Com.; A. R. Humphrey, secretary Neb. R'y Com.; E. J.

Weeks, secretary Buffalo R'y Pass. Com.; A. F. McMillan, secretary Chicago R. R. Assa.; Paul Wadsworth, secretary N. E. G. F. A. Assn.; W. W. Halsey, secretary W. N. Y. Car Service Assn.; J. K. Dillon, secretary Pittsburg Pass. Com.; A. D. Smith, secretary Ohio Coal Traffic Assn.; Geo. C. Hills, secretary N. E. Assn. G. B. A.; A. J. Smith, secretary Am. Assn. G. P. and T. A.

With such a field to glean from, and such an array of talent, and those named are but a few of the legion whom we know will yet respond to our call, we feel assured that THE STATION AGENT will fill its mission "to instruct and unify" the great railway fraternity, and be welcomed by every railroader and their hosts of friends outside the circle.

M. G. CARREL, Manager.

TOUCHING the principle of personal liberty and rights, Senator David B. Hill speaks as follows:

"In the realm of labor and in the domain of industry the principle involved in personal liberty cannot be too frequently asserted. The fact cannot be too strongly emphasized that every man's labor is his own and that he can do with it as he pleases. He has a personal right to name his own wages, his own hours, his own duties, and all the other terms under which he is willing to be employed, and if they are satisfactory to the one who hires, an agreement is reached and there is an end of controversy between them.

"The contract is a personal matter, with which no other workman or employer has a right to interfere. It is a bargain between two competent contracting parties, and it is nobody's business but their own. They are free from the restrictions of any other employer or employe and are not subject to the control or dictation of any association or organization to which they do not belong, and to which they do not owe any allegiance. These considerations of the relative rights of individuals engaged in labor pursuits, about which there ought not to be any dispute among well informed men, do not conflict with the obligstions which workmen assume when they voluntarily join labor organizations, except in the matter of personal honor which may be involved and which may require submission to the conclusions of the majority.

#### "THE LEGAL RIGHTS

Of such individuals unquestionably remain the same, irrespective of the question of such membership. They always must be deemed to reserve the abstract legal right of repudiating such membership whenever they so prefer, their withdrawal only occasioning such minor forfeitures or penalties as reasonable by laws might inflict. They cannot be compelled to act against their will. Their personal rights cannot be jeopardized.

"In that view I fail to appreciate the analogy of a certain learned jurist of another state, who in a recent address seemed to apprehend serious danger to the peace and welfare of our free institutions occasioned by the manifestations of power and alleged defiance of authority on the part of certain labor organizations in the western states.

"In my opinion the citadel of personal liberty in this country is more in danger of being undermined by the ill considered opinions of some of its judges straining doubtful points and invoking quibbles in favor of corporate power and creating legal fictions to cripple the efforts of honest labor struggling against great odds to assert its dignity than from all the arbitrary demonstrations that were ever made by workingmen."

We give this extract of the utterances of Senator Hill touching the labor question, and personal rights and obligations, as it seems in terse language to express the conviction of a man of broad observation in the affairs of man, of society, and of government; speaking as a citizen, not as a politician, and which seems to touch in fairness "both horns of the dilemma."

THE question of railway legislation, a railway party, or a railway plank in political party platforms on which the great army of railway employees might stand, has been suggested by the railway journals and the press generally throughout the United States.

THE STATION AGENT, recognizing the exigency of nonpartisan education, will endeavor to give its readers the best articles and arguments on both sides of this question. Advance must be on lines of honest fixedness of convictions based on the fullest attainable information. Whether right or wrong we are confronted with the fact that the legislators for the people, and by their approval and with their applause, have assumed to dictate in a marked degree how our railway business shall be transacted.

A government for the people and by the people was here established that despotism might not oppress, and it should be the study and the aim of this sovereign people to be just and equitable.

It has been demonstrated throughout the history of the world that force meets with an

unreasoning resistance, and has occasioned much needless waste.

Conditions, which seem an excuse if not a reason for bitter partisanship, have in a measure palliated those outbursts of the combative and destructive passions when calm afterthought has passed its judgment.

There was a conviction in olden times, not lost to the present, "that the Lord is on our side," whichever side that happened to be.

And a principle, like a natural object, seems vastly different from opposite points of observation. You could not reasonably pass judgment on a piece of statuary from just one side, and if, after a thorough inspection, your knowledge of the details of that wonderful art was limited, you would rather accept the judgment of the sculptor. If he told incredible things you might desire to satisfy yourself by other evidences.

The railway manager should know best what is for the interest of his railway, and as they, the railways, are the servants of the people, should serve the interests of the public, and should have the support of the public in all honest demands; beyond this they transgress their moral rights and infringe the rights of others. There should be no effort or necessity to cover honest conditions.

The columns of THE STATION AGENT are open to all.

"Come let us reason together." G.

ATTENTION is called to a decision of the Supreme Court of Illinois-in our Legal Department— wherein the statutes of Illinois class fast mail trains as regular passenger trains, and the court rules they "must stop at all stations of county seats to receive and discharge passengers." We presume a just judge has decided in accordance with the letter of the law, but should all states have, or enact such laws, it would be a greater injustice to her people than to the railway companies, and such statutes existing should be repealed. It is not necessary for fast mail trains to stop for mail pouches, and if they carry passengers it is more often because a coach or sleeper car be conveniently hauled in addition to the requisite number of mail cars.

We hope the legislative branch, or the judicial arm of state governments, will not obstruct the United States mail.

G.

ATTENTION is called to the article from the pen of Mr. C. P. Leland, auditor of the L. S. & M. S. railway, on page 5 of this issue, particu-

larly to the facts borne out by carefully prepared statistics of this great railway, covering a period of forty years. Thirty-three years of this time Mr. Leland has had charge of the auditing of this company, or some of its component parts, and no company has a more complete system.

Mr. Leland is a gentleman who delights in educational measures, active in all advancement and reform, not only as pertaining to railway matters in every department, but to those of his city and country, as public records testify.

Our readers are promised more from the pen of Mr. Leland in future issues.

G.

The Travelers' Official Guide is undoubtedly the most used of railway publications. In the July issue they give editorially some facts and figures relative to its growth during the last twenty years. The publishers certainly deserve much praise and financial success for their painstaking care and accuracy in placing in the hands of the public, not only of this corntry but the world, coreect time cards, and much general information, of the vast network of railways of the United States, Canada and Mexico.

G.

#### September 3d

The Nickel Plate Road will run another of their popular low rate excursions to the World's Fair. Usual low rate. Remember that the Nickel Plate Road has a superb new passenger service.

#### OUR REVIEWS.

Lippincott's for July is filled with pleasing articles, each one equally interesting

A Boys R. public, Mos. Gladstones Good Works, and other contributions of interest and

Adventures With Wild Beasts, being the experience of Karl Hagenbeck, the lion tamer, exhibiting at the World's Fair.

The Human Documents, illustrating by photographs the development of noted men

throughout the growth of years.

Fanny Kembie at Lenox, relates many incidents in the life of the famous tragedienne, while spending her summer at the famous resort.

Personal Reminiscences of Edwin Booth by General Adam Badeau, a finely worded tribute to genius and perseverance from the heart of a friend.

A Story of a Sea Fight, by Coran Doyle stirring the blood to action by its wonderous word picturing of the chaos of hate, death and destruction in naval warfare.

The Locomotive Engineers Journal; The Fireman's Journal; and The Trainmen's Journal are all worthy of a place on the family literary altar or the library.

G.

McClures Magazine for August, being volume one and the third issue, comes to us replete with rare gems of literary merit, entrancing in interest and variety.

The Missouri Division have also started their division organ almost a counterpart of that of the Kansas Division. THE STATION AGENT wishes them both every success.

What the United States Owes to Italy. Gwoanni P. Morosini points out in well chosen wordings that to Itally the United States owe Columbus, Amerigo Vespuccio, advancement in music, painting, sculpture, double-entry bookkeeping all these and more are due to Itally."

The Troublesome Lady, by Patience Stapleton, a story of the west, as unconventional as the life of the mountain dwellers, touches us with a sense of varied mountain views, dark storms and highest sunshine chasing across the mountains and the valleys typefied in the recital of the lives of its characters.

On the Way is an interesting description of the Nation's Capital by Jalian Hawthorne. He says that when a boy he used to go to a picnic by the most picturesque and agreeable route and now, as an old man, he intends to precede the great picnic of the nations by a pleasant day spent in Washi gton and Mount Vernon.

Chicago Architecture gives the characteristics of Chicago's business blocks, the muchridiculed "sky-scrapers" and the author, Barr Ferree says that they have been wrongfully traduced and Chicago may well be proud of her noble edifices, in perfect proportion, of plain exterior, and artistically decorated interiors.

The Real Conversation between Eugene Field and Hamlin Garland touch responsive chords in every readers life in reminiscences, thrilling with an inspiration of genius in literary pursuits which Mr. Field so frankly acknowledges is attained through work and patience, "It's when a man gets a pen in his hand and sweats blood, that inspiration begins to enter in."

In A Wild Night on the Amazon is portrayed the terrible experience of a small party during the tidal wave, while peacefully enjoying the calm beauty of this tropical region. They are suddenly overtaken and overwheimed by the severity of a storm wherein earth and sea and sky and air seems incarnate with distruction, darkness and death vieing the one with the other for fiendish supremacy.

The Kansas Division R. A. A., are publishing a paper called *The Kansas Kailway Agent*. It has just reached number three. That Division is very active, and its officers energetic. Their newspaper venture is very credible and we hope has the support of every member. It certainly will assist in the growth of the order in that state.

#### Heavy East-Bound Travel.

On account of growth of east-bound business, the Nickel Plate Road will inaugurate a new through express on Sunday, Sept. 3d. Palace sleepers Chicago to Buffalo and direct connection at Buffalo for all points east.

traveling cards to be issued direct by the Grand Division.

Each local division to receive its proportion of the dues monthly from the Grand Division, such funds to be held for use in paying expenses of delegates to the national convention, getting out advertising matter, etc.

The Grand Division to receive its present proportion of dues, but each local division to be charged a certain amount per capita for the extra expense connected with this increased work thus thrown upon the Grand Division.

All matters directly pertaining to local division affairs to be handled as now by local division officers.

The only change in this plan would be that it would do away with a large part of the expense of conducting local divisions and permit all the resources of the association to be put to the best possible use. When our ammunition is low it is good policy to concentrate our fire and not to scatter it aimlessly. We do not believe that any member of the association who reads this issue of our official paper will entertain the idea that the association, through its Grand Division, is not endeavoring to advance the interests of the organization. While many members have clamored for more action, the Orand Division has pushed its way forward and has taken no step which would afterward have to be retraced. In a movement of this kind haste is impossible. "Be sure you are right; then go ahead," must be our motto. The writer is firmly convinced that the success of the association depends upon relieving local divisions of the collection of dues and the keeping of members in line. If any member doubts the wisdom of this policy, he could be quickly convinced of it by an examination into the records in the Grand Secretary's office. Valuable time and money have both been expended to keep some divisions in good shape, yet without success, where if the entire matter had been in the first place handled by the Grand Division there would have been no trouble. We do not intend by this plan to destroy the autonomy of the local divisions, but rather to place them in a position where they can direct their best energies to advancing the interests of the association. It is not a matter of personal aggrandizement, but for the best interests of the cause we are all laboring to advance.

It is safe to say that the majority of our local divisions are in favor of this change beginning with the first of the ensuing year. In order to bring it about there must be either a constitutional change or else the unanimous consent of all divisions, to be decided by a majority vote of members. We want every member to carefully consider this matter. In our next issue we will have more to say on the subject, but in the meantime we desire the views of members generally. Remember this is not intended to break down division lines, but rather to strengthen them, and its only object is to permit the expenditure of our funds in the most effective manner possible.

Many local division officers have written us in favor of this plan and some in opposition. We feel that the latter have not carefully and thoroughly considered the subject. The following letter from the efficient secretary of Missouri Division shows how one of the strongest divisions in the association feels in regard to this matter:

RAILWAY AGENTS' ASSN., MISSOURI DIV., KNOB NOSTER, MO., Aug. 16, 1893. Mr. A. M. North, Grand President, New Castle, Pa.:

DEAR SIR AND BROTHER: - Since receiving your letter of July 17th I have been thinking over that contemplated change the executive board had before them, and the idea to me seems to be good. I am of the opinion that it would be best to throw the collection of dues and issuance of traveling cards into the Grand Division. I think that is the proper place for the card to come from. Also the Grand Secretary would have the lists at hand, and in my opinion this would greatly remedy the trouble about members getting the official paper. Take it as a rule, and judging most local secretaries by myself, our stations are sufficiently heavy with the limited help allowed to take up all our time, leaving very little time to be devoted to correspondence and other matters pertaining to the association. As long as a division has a small membership the secretary can run his station and handle the work, but when times of refreshing come, such as Missouri Division has been having, growing at the rate of about 50 to 75 per month, then the secre-tary finds himself falling behind either with his office or association work. I would be glad to-day if I could turn the collection and card part of our division over to the Grand Division, and then that would leave us plenty to look after in the division secretary's office. would like to see that discussed through the papers of the various divisions and Grand Division. Of course, I may be wrong in my ideas, but would like to hear it discussed pro and con. I am for whatever is to the association's best interest, let that be what it may.

Fraternally yours,
E. McDaniel, Sec'y.

This matter will have to be laid before the Committee on Constitution appointed at the last convention. This committee consists of the following members: Chairman, A. H. Harvey, agent Mo. Pac. R'y, Atchison, Kan.; W.

K. Jamieson, Bonnieville, Ky.; J. R. Mulkie, Union City, Pa. All changes in the constitution should be submitted to this committee. In the meantime, however, if we can obtain the consent of the local divisions the plan can be put into operation, commencing the first of the year, without waiting the action of the convention, and we trust that every member will realize that this is to the best interests of the association.

# Our Next Annual Convention.

MHE question of the next annual convention of the association is now being considered by the Grand Division, and arrangements will be speedily perfected so that all members will be thoroughly advised in time to make their plans accordingly. Two places have been considered-New Orleans and Boston. The original plan of holding the convention at Old Point Comfort has been abandoned, as this is a fashionable watering resort, and it is doubtful if satisfactory arrangements could be made for handling so large a party as ours will be. The general sentiment appears to favor Boston, with side trips to various points of interest throughout New England; the going trip to be made from Chicago via Niagara Falls and Albany, and the return trip by way of New York. A delightful excursion could thus be arranged, and it would afford our western and southern members an opportunity to visit the popular resorts of the east with which few of them are now familiar. We have been south and west; now is the time to go east. We have assurances from the various roads that every courtesy will be extended to the association, and in addition to this, much interest is being manifested in association affairs in the New England states, so that the field is now ripe for action in that section of the country. Members can rest assured that the excursion of 1894 will excel anything so far attempted in the history of the association, and that its results will be of great benefit to our organization. The date will probably be in June, although if a southern trip is made it will be in February. In the meantime we would be glad to hear from any member of the association on the subject. Let us have your views and suggestions.

It is a pleasure to note the addition of another through train to the already competent train service of the Nickel Plate Road. It will leave Chicago about 8:00 a. m. and reach Buffalo at 3 or 4 the following morning. Through sleepers Chicago to Buffalo. Direct connection at Buffalo for all points east.

# The R. A. A. and The Station Agent.

T will be a matter of congratulation on the part of all members of the Railway Agent's Association that our official paper has cut loose from affiliation with other associations and will in the future give its entire attention, so far as association matters are concerned, to the R. A. A. The International Association of Ticket Agents was brought into existence by THE STATION AGENT, but the time has come when the paper can no longer serve two organizations which are to a certain extent conflicting in the interests. The large circulation of THE STATION AGENT and its influence in railroad circles have done much to give the I. A. T. A. the prominence it has achieved and the editorial policy of the paper has been absolutely neutral. But it now realizes that it must work for the good of the great number. The International Association of Ticket Agents is composed of many worthy and popular ticket agents, but it does not represent the great mass of ticket agents of the country. The Railway Agents' Asssciation has stood to one side in the past and has not pretended to be an organization simply of ticket agents. Yet it has within its ranks vastly more coupon ticket agents than the I. A. T. A. has even had its entire membership. We do not desire to say anything against the I. A. T. A. Many of its members are also members of the R. A. A. and every member must feel a certain amount of pride when he considers the magnificant courtesies which have been shown to this organization. But let it be remembered that these courtesies have not been intended for the'I. A. T. A. alone. No railroad company would care to make heavy expenditures for an organization with but a few hundred members, if it were not for the effect it would have among the great mass of agents throughout the country. The thousands of readers of THE STATION AGENT out side the I. A. T. A. and the members of the R, A. A. as well, have appreciated these courtesies to the station service and have reciprocated in a substantial manner. We know that no road which ever extended its hospitalities to either the I. A. T. A. or the R. A. A. has lost anything thereby. Hundreds of cases could be instanced where such roads have remembered by agents in a most substantial manner.

The I. A. T. A. however must not take to itself all the credit, nor all the prestage in this matter. Its officials and members should remember that these favors are shown not to them as individuals, but as representatives of

bilities which lay before the latter organization should have been so recklessly thrown away. But what has been the loss to the I. A. T. A. has been the gain of the Railway Agents' Association, which is every day more firmly entrenching itself as the representative organization of the employees in the traffic department. If ticket agents desire to pay ten dollars initiation fee and five dollars yearly dues for keeping up an organization which has as its only object an annual junket, that is their look out and we shall be glad to see so much enterprise shown on the part of agents. If railroad companies are willing to extend courtesies to an organization which does not represent the class of agents whom they are seeking to please, by tendering such hospitalities as have been accorded in the past, we are still more pleased and will do what we can to keep up the good feeling all around.

In the meantime the Railway Agents' Association will mind its own business and will continue to work for the interests of agents, both at large stations and small, whether they can get away from their posts of duty to attend conventions and take in excursions, or not. Its policy will continue to be "Better men at better salaries, better service on a better basis, and the greatest good for the greatest number." If it has to sell its right of agitation and its virile manhood for a mess of pottage in the shape of a free excursion, it will go out of business and unless we very much mistake the temper of its members and of the agents generally throughout the country, it will pay the way of its own members to every convention rather than do so. But fortunately there is no necessity for this-Officials recognize manly independence when they see it and the conservative but fearless policy of the Railway Agents' Association is meeting with universal commendation on every hand.

The members of the Railway Agents' Association are proud of their organization and its policy, and they have reason to congratulate themselves and the station service that our popular official paper is now with us heart and soul, and for us alone.

# The First Cheap Excursion to the World's Fair.

Is via. Valley & B. & O. railways, Sept. 4. Train leaves Cleveland at 6:30 p. m. Rate for adults \$10; children five years old and under twelve \$5. Tickets good only in day coaches in either direction, and returning on all regular trains for ten days. Call at ticket office 143 Superior St., or depot, foot South Water atreet.

## Our New Membership Certificate.

MHE Grand Division of the R. A. A. is hustling itself these days. Here is the new certificate which has been gotten out for future use. It is finely lithographed and is printed in two colors on heavy paper. All members will be furnished with new certificates upon application to local division secretaries upon receipt of ten cents. For forty cents additional a frame will be sent post paid by mail, so that the certificate can be hung up in an office where it will make a handsome ornament. The old certificate has long been an eyesore, and members will be pleased we are sure to note this change.

#### The Payment of Dues.

MHE local and state division plan in the association has proved a failure and some change must be made at the next annual convention if it cannot be done before by the universal consent of all division. Many divisions have kept up their work in good shape but others have allowed association matters to go to rack and ruin. Nearly every movement in the interests of the association has come from the Grand Division and this must of necessity be the case, as local division officers are closely confined by their station duties and have not the time or opportunity to study the situation and work out the policy of the organization. The greatest losses which the association has suffered have been through the falling off in local divisions, and we feel assured if all these matters could have been handled through one office, that a vast majority of the members could have been held in line. We have dwelt more fully on this subject elsewhere in this issue and commend it to the careful consideration of all members. In the meantime we most consider the best plan to bring back into the association the members who have been lost through the failure of the state division plan. The following letter has been sent to division secretaries on this subject:

To Local Division Secretaries:

"The question of bringing back into the association the members who permitted their dues to lapse is one that ought to receive the most careful attention of both Grand and Local Division officers. We are now on the eve of an active and aggressive campaign. The circular letters of Local Division officers, copy of which is enclosed you herewith, will show you what we propose to do. The bulk of our

delinquents have dropped their membership because they felt that the association was not doing anything for them and that consequently it was of no benefit. Not even the most radical agent could expect us to do more than we are now proposing to do. While we might desire to go further, yet every intelligent agent must realize that nothing could possibly be accomplished by coercive measures. We have been working for several years past, as it were, in the dark. We have finally formulated a feasible plan one which has been slowly evolved as the fruit of years of careful study and investigation into the peculiar conditions governing the the station service. Its agitation cannot work to the personal detriment of any agent and if persisted in will give us what we so long have labored for. We must not permit our old members to be lost to the association. When our present policy is thoroughly explained to them I believe that the great majority will once more give their support to the association and that we will regain many the members who have dropped out. Your division has suffered in this respect. Let me urge that immediate steps be taken to reinstate all old members who are now in arrears. I feel certain that the officers of your division will be willing to agree to any plan that will strengthen our ranks. I enclose copy of a circular which I would suggest that you send out at once to all members. Have it printed and send to all members who are in arrears. If you desire any copies of the pamphlet "Equalization of Salaries" please advise this office and same will be furnished you. I am sending out circulars from this office to all members urging the prompt payment of dues. I wish also that you would send me a list of members in arrears so that something can be done here to work up these delinquents. The enclosed letter in regard to the canvassing of the railroad lines in your territory is self explanatory and I trust that I shall hear from you soon on the subject. All these measures are imposing considerable work upon the local division secretaries, but this is a critical period in the history and the association expects every member and particularly every officer to give his earnest co-operation to the good work."

Fraternally yours,

R. W. WRIGHT, Grand Sec'y.

The circular referred to is given below. We want every member to read it carefully and act on the suggestions it contains. If you have not already received a copy from your local division secretary don't wait for it

but send in your dues at ones and be in line.

Dear Sir and Brother:

"In checking over the membership list of this division we note that you have allowed your membership to lapse on account of norm. payment of dues. Having once given yours support to the Railway Agents' Associatio we feel sure that if you will look into the preent policy of the association: you will endors the same and continue with us in the wor It has been decided to readmit all members in arrears upon payment of dues for currement half year. We are on the eve of an aggressi and active campaign in the interests of the enterests ployes of the station service, and we want bring back into the ranks all those who have ve dropped out in the past, as we need the coperation of every agent who has at heart the advancement of the interests which we remember

Some members, possibly you are among them, having dropped out of the association believing that it could not or would not decide anything for its members. Stop a moment to consider the difficulties in the way of succession fully combating the opposition to organize labor on the part of railroad officials and overcoming the obstacles which have confronted the officers of the Railway Agent Association. A labor organization on a striking basis is an absolute impossibility in the station service. The diversified interest which we must consider have made such policy impracticable and even those who have advocated it would not have stood by the organization in case of an open conflict with the "powers that be." The arguments against such a policy have been given so many times that it is not necessary to repeat them.

Lacking the element of strength which has held together organizations of other classes of railroad employees, we were for a long time at sea, but finally a definite policy was shaped and for a year past the Railway Agents Association has been working on a plan of actions which we believe will accomplish what we have so long sought to attain, i. e. recognition of the station service and a readjustment of salaries upon a fair and equitable basis. In this circular we cannot explain at length one policy but as you have undoubtedly read our official paper, you are familiar with the subject. What we intend to do at once will, however, interest you.

Arrangements are being made to canvasce
the line of every road on which the association
is represented, and all others as soon as possible and when the agents employed come into

the association, with a petition addressed to the management of the road requesting a conference looking to the adoption of the plan of equalizing salaries proposed by the association. What the result will be time alone can tell, but we must succeed in the end and this is a grand start in the right direction. Any agent who is so dead to his own interest as to refuse to give his support to this movement can have no one to blame but himself for possible failure.

A copy of THE STATION AGENT for the current month will be sent you containing full particulars of our plan. Read it carefully. Can we not count on you? Do not be a deserter from the ranks just as we are about to enter into the most critical period of our campaign. Send \$2.50 for dues to the end of the current half year and all will be forgiven."

The payment of dues is of the first importance to the association as it is to every branch of business. We are suffering from "hard times" just at present, but our members are still receiving their salaries and they ought not be so cramped for funds as not to be able to meet an obligation of this nature. Don't put off this matter but act at once.

If you desire to drop out of the association, ask for a withdrawal card. Do not permit yourself to be suspended for non-payment of dues.

#### The R. A. A. Badge.



CONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the

Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue, and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. Every member should have one of these emblems.

The following named gentlemen comprise the official board of the Texas Division R. A. A.: President, J. T. Clements, Fort Worth, Tex.; 1st vice-president, H. L. Preston, Cleburne, Tex., vice S. S. Prince, resigned; 2d vice-president, R. I. Love, Lott, Tex., vice E. A. Sterling, resigned; secretary, H. A. Rumfelt, Wilmer, Tex., vice C. Collins, resigned; treasurer, P. L. Sheeks, Mexia, Tex.

I cure all Kidney, Liver and Bladder Diseases, however caused. Write for particulars. J. H. Dyr, M. D., Buffalo, N. Y.

#### A Circular To Members.

THE following circular has been mailed to every member of the Association is published here that it may reach any member who should have possibly not received the same. The present financial stringency has affected the association as well as everyone else and we urge that every member remit his dues at once, in order that the energetic work undertaken by the Grand Division may be carried on.

Dear Sir and Brother:

As you are probably aware dues for the current half year amounting to \$2.50 are now payable and should be forwarded to your division secretary at once, if you have not already done so. This circular letter is in the nature of a reminder from the Grand Division and is not intended as dun, for we have not yet had; time to receive reports from local pivisions, and therefore address all member of the association alike.

We enclose some printed matter which will interest you and which will give you an idea of the progress being made by the association in various matters which are of vital importance to us all. The pamphlet entitled "Salaries in the Station Service" is of interest to every agent. Twenty thousand copies of this little book have been printed and placed in the hands of railroad agents and officials. We want to canvass every railroad line in the country with a petition which will bear the signature of agents, addressed to their employing officials and calling attention to this matter. In this petition we will state that "the agents do not desire to encroach upon the prerogatives of their superior officers nor to make any demand, but inasmuch as this is an important subject to all concerned we venture to call your attention to the views of the association as set forth in accompanying pamphlet, in the hope that the same may meet with your approval and that it may lead to a consideration of the matter which will result in substantial benefit to all concerned."

This is in substance our plan, which will, of course, be varied so as best to suit local situations. What the result will be time alone can tell, but it is certain the only chance for the men in the station service. We can accomplish nothing by force and this we consider the most practical and feasible plan yet offered. It can be put in effect only at considerable expense and great labor, and we trust that, if it meets with your approval, you will do your share to furnish the necessary wherewithal.

We also call your attention to the papers relative to the Surety Company. This is a

project that is attracting much attention in railroad circles and it is one that you cannot afford to ignore. The circulars are self explanitory. Read them carefully and if you have not yet subscribed for stock do so at once, if your finances will permit. Not only this, but try to place as much stock as you can among other bonded employees of your acquaintance. The Grand Secretary will be pleased at any time to furnish more detailed information on this subject or any other connected with association affairs. Think over this matter carefully and if you believe that the association is worth to the station service the small cost imposed upon its members, less than one and one-third cents a day, send in your dues to the proper office at once.

It will be a matter of interest to all members to learn that our official paper, THE STATION AGENT, has retired from the field as the official paper of The International Association of Ticket Agents and will hereafter devote its entire energies to advancing the interests of the Railway Agents' Association. The success of the I. A. T. A. has been largely due to the efforts of THE STATION AGENT and it is a source of congratulation to all friends of the R. A. A. that it will in the future be the official organ solely of our association, thus giving us a prestige in railroad circles which we would not enjoy otherwise. Mr. M. G. Carrel, organizer and ex-secretary of the International Association of Ticket Agents, has taken charge of the business management of THE STATION AGENT, thus relieving your Grand Secretary, who has been overwhelmed with his numerous duties in connection with the paper and the association. THE STATION AGENT will be better and brightes than ever, and apecial efforts will be made to get it to all members in good standing, promptly and on time in the future. Mr. Carrel will also be actively interested in the Railways Agents' Association, which we intend to make the only organization of agents, either ticket or freight, in the country.

Mr. W. W. Spencer, for several years a well known member of the Railway Agents' Association, and for a year or more past on the road as a special organizer, has been appointed Assistant Grand Secretary, and will have charge of the routine work of the Grand Division. The Grand Secretary will thus be enabled to attend to local division meetings and look after the outside work of the association.

Preliminary arrangements are now being made for the next annual convention of the

association. New Orleans has been suggested, and also a trip to the New England States. Much will depend upon the action of the railroad companies, but an enjoyable excursion is assured in any event. Members will be fully advised in our official paper.

Let me again urge you to attend to the matter of your dues at once. If you are in arrears, send amount of dues to your local secretary and request for reinstatement. This can undoubtedly be arranged. We don't want to lose a single member this year.

Fraternally yours, R. W. WRIGHT,

Sec'y Grand Div.

Our Plan of Action.

PEVER in the history of the Railway Agents' Association has so much interest been manifested in its affairs as at the present time. This interest is confined not alone to agents but officials as well, who are watching our effort to effect a change in the management of the station service. The pamphlet which the Grand Division has sent out entitled "Salaries in the Station Service" has attracted universal attention, and the plan by which it is proposed to bring this matter to the attention of our superior officials in such a manner as will make more certain a recognition of our position has been hailed with delight by agents and other station employees. We are just entering upon the campaign. For several years the Railway Agents' Association drifted upon the troubled sea of fraternal organization without compass, chart or course. Its crew were brave hearted, enthusiastic men. its various commanders and pilots experienced and able, but they knew not where they were sailing, nor were they acquainted with the shoals and reefs which bound the coast of the promised land. Two years ago the clouds began to break away, and light was seen. Then came new blood into the association, a new policy, new ideas, new methods. We distinctly outlined our plan of action and began to work on the details. Progress was necessarily slow. Every move had to be carefully calculated and studied over. In the meantime members who judged only of absolute and definite results began to be impatient. The association has lost many members, although it has gained more than enough to make up the loss. Old members became faint hearted, and while offering no suggestions themselves, gave upthe fight because they could not understand or see where the immediate benefits were accruing to them. Fortunately the new recruits have more than taken the place of the old deserters, but we want all our old members back again in the ranks, and when they have read this issue of THE STATION AGENT we feel sure that the majority of them will realize the mistake they have made in dropping their membership. The Railway Agents' Association is constantly growing, but if we could recoup all our losses in the last two or three years we would have one of the most powerful organizations in the railroad service

The Railway Agents' Association, after two years' work on preliminary details, is ready to enter upon the campaign. Our plan for the equalization of salaries has been fully outlined in these columns. We want to be as nearly under the control of the traffic department as possible. We want salaries in the station service based on the revenue earning capacity of the stations, taken into consideration also with the duties of each station in the operating department. We want a certain percentage of earnings allowed to each station with the agent given entire control over his employees. We want no responsibility for the agents unless absolute authority is also conferred. We make no demands as labor agitators. We simply submit a business proposition in a business like manner, and request its consideration by officials. It is subject to many modifications. We do not claim that we have entirely solved the problem, but we do know that we are upon the right track, and we want to keep on it until we reach our destination.

We give below several circulars which have gone out to local division officers, and which will show members what we are endeavoring to accomplish in this direction. The following is a circular letter addressed to all local division officers:

To all Officers of Lo al Divisions:

An unusual amount of interest has been shown in the effort of the Railway Agents' Association to bring about an equalization of salaries in the station service. The pamphlet published by the Grand Division on this subject has been widely circulated, and has attracted universal attention. It is being placed as rapidly as possible in the hands of agents and officials throughout the country, and cannot fail to be productive of good results. But we desire to bring this matter more forcibly before the notice of officials, and we must act now, striking while the iron is hot. We must show our members as well as the employees in the station service who are not now affiliated with us, that we are in earnest in our efforts to advance their interests and that we are working upon a line of policy which will have substantial results.

How is this best accomplished? Here is a formidable question, but I believe that it can be solved by united and determined effort.

Here is our plan:

Canvass the line of every road in the country with a petition addressed to the officials of each road calling their attention to the subject of a readjustment of salaries in the station service on some such basis as that suggested in the plan proposed by the Railway Agents' Association, and requesting the favor of a conference between representatives of the station service, looking to a mutually satisfactory agreement on the subject. I enclose a copy of the petition which it is proposed to circulate, so you can see that there can be nothing objectionable in it. Attached also to this petition we propose to have a blank, on which all agents can apply for membership in the Rail-

way Agents' Association.

The matter of starting out these petitions and following them up must be carefully considered. In all sections where our local divisions are sufficiently well organized this work should be turned over to them, and hence we appeal to you as an officer of your division to interest yourself in the subject. Every line in the territory covered by your division should be mapped out and the starting point of the petition, which can go in the same manner as a tracer from station to station, should be determined upon. So far as possible some point should be selected where the agent is a mem-ber of our association. The petition should be accompanied by a strong personal letter from the officers of the division and its course over the various roads should be watched by the secretary, to whom this duty will naturally fall. A local committee of three should be selected from each road to handle the petition when it is completed, and in this they will receive all possible assistance from the local and Grand Division. There can be no objection on the part of officials to this movement, and if there should be, it will come from a few narrow-minded men who look with suspicion upon any indication of independence on the part of subordinates. We demand nothing. We believe that our plan is practical, and we desire to discuss it with our superior officers. It will undoubtedly be subject to numerous modifications incident to local conditions, but in the main we believe that it can be applied to every grade of station and that it will benefit not only the great mass of agents, but the companies as well.

We want every local division to take hold of this matter at once.

Classify all the roads in your territory, selecting some member of the association, if possible, to start out our printed matter.

Send circulars to every member of the division, advising him of our plan and request-

ing his co-operation.

The Grand Division will furnish the necessary printed matter. Will you not take up this matter at once. This circular letter is addressed to all local division officers. Those officers other than the secretary are requested to confer with the latter as speedily as possible and get the work under way. The Grand Secretary will furnish all desired information upon application, and desires to hear person-

ally from all officers of divisions, as well as from members on the subject. Suggestions or

advice will be gladly received.

This is a critical period in the history of our association. The Grand Division officers can do nothing unaided. Can we depend upon you to support us? We are proposing no radical action, but simply that we go to our superior officials and lay before them a business proposition in a business-like manner, and request its consideration. We may fail in some cases, but we must and will succeed in the end, for we know that we are advocating what is best for both ourselves and the companies we represent.

There is nothing to be gained without persistent effort. We have hit upon the keynote of success. Let us keep at it until we win.

Please let me hear from you as soon as possible.

Fraternally yours.

sible. Fraternally yours, R. W. WRIGHT,

R. W. WRIGHT,
Grand Secretary.

This is self-explanatory. Here is a copy of the petition. There is no need for secrecy in this matter. The Railway Agents' Association is a non-secret organization. Whatever we do is open and above board. Many of our members are officials in high standing, and their advice and co-operation is essential to the success of our policy. We do not propose to go about this matter in an underhanded manner. but are willing that every official should know what we are doing and what we propose to do. There has for years been great discontent in the station service. The Railway Agents' Association is endeavoring to remove this discontent without friction, and in such a manner as will work to the best interests of all concerned. The petition which it is proposed to circulate and lay before officials of the various roads throughout the country is as follows:

We, the undersigned agents on your line, after due consideration, honestly believing that the peculiar conditions governing our branch of the service deny us certain privileges and benefits accorded to employees in other departments, respectfully petition our superior officials to consider the matter of readjusting salaries in the station service. Engineers, conductors, trainmen, operators and others have made, with most roads, contracts securing to them certain rights and fixed rates of pay, and we know that employees so situated are stimulated to render better service than those whose positions are less assured. While we recognize the fact that it is difficult to establish a fixed schedule of pay for agents, yet we believe that stations can be graded according to their earning capacity and the duties required in other directions, and placed in classes with fixed rates of compensation that will be just to ourselves and the companies we represent.

We desire to lay before you, therefore, a plan for adjusting salaries in the station service which we believe will be mutually satisfactory. It is outlined in the pamphlet attached, which has been issued by the Railway Agents' Association, the representative organization of the station service. While it will be subject to many modifications incident to local conditions, yet in the main it outlines our ideas on this subject.

We respectfully urge that you grant us a conference on this subject through our committee, which will present this petition to you. Recognizing the fact that agents are the business representatives of the railroad companies, we do not desire to have this matter considered in the light of labor agitation, but simply as a business proposition which we want to discuss with you in a business like manner.

The history of the Railway Agents' Association has established the fact that it is unalterably opposed to anything in the nature of compulsory agitation, nor do we desire to be classed as a labor organization, although we are wage-workers, as is everyone in the railroad service. We believe that on account of our pacific attitude on all questions of this kind that we should receive as much consideration as is accorded to the various orders who are continually parading their grievances. There are other minor matters connected with this subject which we think should be freely If you believe that this matter discussed. is worthy of discussing between us we will be glad to have a conference, as indicated above. We are sincere and earnest in our intentions, and feel sure that this method of procedure will meet with your approval, and will refute the arguments of labor agitators who can see no chance for success in any movement unless radical measures are resorted to.

Attached to this petition will be a copy of the pamphlet "Salaries in the Station Service," a blank application foo membership in the association, and a personal letter to the agents setting forth the object of the petitior substantially as given above.

We have every reason to believe that this plan will prove successful. Of course the change cannot be made at once, and it will require years of work before the universal adoption of such a plan could be brought about. But a start must be made some time, and now is the time. The agents who do not think that the object which we seek to attain is worth the labor and expense are best out of the association. There are thousands of agents who are ready and anxious to give their support to this movement, and the Railway Agents' Association proposes to have them on its rolls as fast as they can be brought in. Already there are a host of applications for literature on this subject, and agents who were never before interested in the association are waking up now to the ment of its policy and the possibilities of its future. But we want every old member with us again. Let the faint-hearted ones come back into the fold. We have been "in camp" a long time and most of us have been chafing under the enforced restraint. Now

that the onwrrd movement is commenced, it is only cowards who will drop out of the ranks, or else those who have not the interests of the station service at heart.

Our present plan of campaign is the result of years of study and thought. Let us rally to the support of our leaders now and see

what we can accomplish.

The first thing to be done is to pay up your dues. The next to offer any suggestions you may have to the officers of the association. The third is to take hold of the matter and work with strong heart and will as soon as the papers are ready for distribution

Let us see now what we can do by united

### Personal Notice.

### To all Members of the R. A. A.:

I desire to say a few words personally to you in regard to myself and the affairs of the association. For several months past I have been hardly able to attend to my every-day duties, and many things in connection with association matters have been necessarily postponed in consequence. I have tried to do too much and broke down as a result. As I am now relieved of a greater part of the routine work of both our official paper and the associ-ation, and as my health steadily improves, I trust that I may be able to push once more energetically the plans of our beloved organization. My special object hereafter shall be to make our official paper interesting to every member and to keep each and every one thoroughly informed as to the progress of the association, something which it has been impossible for me to do in the past. Those of our members who have had experience at "oneman" stations, and most of them have, will appreciate the unfortunate position of your Grand Secretary and editor in the past,—when he has tried to edit a paper, look after the details of its business management, keep up the work of the association, settle grievances, answer a mass of correspondence that would stagger the average business man, hustle up local divisions, attend local division meetings, perspire over finances, and now and then try to eat and sleep for a change. If there have been any shortcomings I trust they will be over-looked and pardoned; if I have in any way advanced the interests of the association, and those of the noble movement in behalf of the station service to which I have pledged my hand, brain and heart, I am thankful that opportunity has permitted me to do as much as I have, and hope that the future will allow a wider field of action. I desire to thank all members for kindly words of sympathy.

Fraternally yours. R. W. WRIGHT.

Delegates to the Catholic Congress Should take the Nickel Plate Road's low rate excursion Sept. 3d, thus reaching Chicago in time for opening session of the Congress, Monday, Sept. 4th.

Something New.

Excursion to the World's Fair via the popular Nickel Plate Road on Sunday, Sept 3d. One fare.

### Officials Are With Us.

THE Railway Agents' Association believes in as close affiliation as possible between the station service and the traffic department. Our policy has strongly emphasized this point. The agents are the revenue earners of the service, and as such should be more directly under the personal control and supervision of the officials who have charge of the traffic of the companies. There is nothing anarchistic in such a policy, and it has met with the general approval of officials of all classes. A short time since the association determined to present honorary memberships to all the general passenger and freight agents, traffic managers and other officials connected with the traffic departments. Up to the time of going to press a few of these certificates have been sent out with a personal letter accompanying them and the result has been highly gratifying. This move on the part of the association shows that our superior officers are heartily in accord with our objects and policy, and that we are working on the right basis. As fast as possible other officials will receive membership certificates, as all officials connected with the traffic department are eligible to membership. We give below a few letters which we have received from those officials who have accepted the honorary membership tendered them. Comment is unnecessary, but the kindly and encouraging sentiments from these gentlemen will be a source of personal gratification to every member of the association.

New York & New England Railroad Co., General Passenger Agents' Office, BOSTON, MASS., Aug. 18th, '93.

MR. R. W. WRIGHT,

Grand Sec'y R. A. A., Cleveland, O.

DHAR STR: —Answering your favor of the 9th inst., just received on account of my absence from office, I beg to thank you for courtesy done me in making me an honorary member of your association, which I accept with pleasure.

Yours very truly, W. R. BABCOCK, Gen'l Pass. Agt.

New York & New England Railroad Co, Traffic Department, BOSTON, Aug. 16th, 1893.

R. W. WRIGHT, Esq.,

Sec'y Railway Agents' Ass'n, Cleveland, O.

My DEAR SIR :- I beg to acknowledge receipt of yours of August 9th, enclosing certificate and card giving me honorary membership in the Railway Agents' Association, which compliment I accept and thank you for.

I have looked over the pamphlet putting forth the objects of the association, and as an old station agent myself heartily concur in its

Yours truly, objects.

GEO. F. RANDOLPH, Gen'l Traffic Mgr.

Boston & Albany Railroad Company, Office Gen'l Traffic Manager, Boston, Aug. 16th, '93.

R. W. WRIGHT, ESQ., Grand Sec'y R'y Agents' Ass'n, Cleveland, O. DEAR SIR:—I am in receipt of your favor of the 9th enclosing a certificate of honorary

membership in your association and a traveling card, and am duly sensible of the compliment thereby paid me. Judging from the description of your organization it merits success and longevity, both of which I trust most sincerely it will achieve. With many thanks for your courtesy, I am, Very truly yours,

ARTHUR MILLS, Gen'l Traffic Mgr.

The Concord & Montreal Railroad, Freight Department,

CONCORD, N. H, Aug. 16th, '93.

R. W. WRIGHT, Esq.,

Grand Sec'y R'y Agents' Ass'n, Cleveland, O. DEAR SIR:—Your favor of August oth at hand, and I wish to thank you for the honor conferred upon me in making me an honorary member of your association, and if there is anything that I can do at any time to assist the members of the association or to promote its welfare, shall be pleased to do so.

Yours truly

D. C. PRESCOTT, G. F. A. Boston & Maine Railrood, Freight Department, BOSTON, Aug. 17th, 1893.

R. W. WRIGHT.

Sec'y R'y Agents' Ass'n, Cleveland, O.

DEAR SIR:-I have received your letter of the 9th with the documents which entitle me to membership of your association, for which

I desire to express my thanks.

Have been so extremely busy that I have not had time to carefully look into the purpose of your organization, but from the brief examination I have made of its history and objects as outlined in the pamphlet which accom-panied your letter, it occurs to me that the results which are sought to be attained, and the methods to be observed in carrying out your plans, ought to justify the belief that such an organization must necessarily accomplish a great deal of good.

Yours truly

M. T. DONOVAN, G. F. A.

Growing

The Nickel Plate Road will on Sunday, Sept. 3d, increase their train service by the addition of a new through east bound train by merging the Chicago and Cleveland and Cleveland and Buffalo accommodation trains into a new through express with sleeping cars Chicago to Buffalo. Other important changes. Direct connection at Buffalo for all points east.

New Through Train.
The Nickel Plate Road announces that commencing Sunday, Sept. 3d, train No. 4. running between Chicago and Cleveland, and No. 8, running between Cleveland and Buffalo, will be merged into a continuous through train, leaving Chicago about 6:00 a. m. and reaching Buffalo between three or four o'clock the following morning. The equipment of this train will embrace standard smoking and day coaches and sleeping cars Chicago to Buffalo. Direct connection at Buffalo for all points east.

World's Fair excursion via the Nickel Plate Road Sunday, Sept. 3d. One fare. Choice of trains.

### From Texas.

MHE International & Great Northern reduced its force of traveling freight and passenger agents on the 1st inst., in order to reduce expenses. Bro. C. E. Woods, T. R. A., H. E. Parker, stock solicitor, H. Michelson, soliciting agent, were among those whose positions were abolished.

The office of Superintendent of Telegraph was also done away with, that part of the business being transferred to the general superintendent's office. T. W. Parks, formerly superintendent of telegraph, goes to Tyler, Tex., as ticket agent, and Bro. Hartel is transferred from that place to Crockett. R. E. Winn Mr. Parks' chief clerk goes to Rock. E. Winn, Mr. Parks' chief clerk, goes to Rockdale, Tex., as manager and Miss Kate Lacy, former manager there, is transferred to the general superintendent's office to look after the telegraph department as chief clerk.

There has been several changes on this [H. & T. C.] road among the agents in the last two months. T. G. Hain, of Hutchins, Tex., resigned and Collins, operator, Ft. Worth, was appointed his successor. Bro. J. W. Mixon, at Palmer, also resigned going back to his old trade "blacksmithing" and J. G. Vallanding-ham succeeded Bro. M. Bro. H. O. Rawlina, Lancaster, resigned to take effect 15th inst., and Hon. A. S. Taylor of same place, succeeds Bro. R. We did not learn what Bro. R. is going to follow now. Bro. Sheeks, our worthy treasurer is taking a few days rest. We hope the Brother will enjoy himself hugely. There has also a change occurred among the officers of our division owing to press of business, Bro. Collins resigned the office of secretary and the executive board appointed Bro. H. A. Rumfelt, of Wilmer, to fill the unexpired term of Bro. C. RUMPELT.

### They Are the Best.

Iowa Falls Bath House and Sanitariun, )

IOWA FALLS, IOWA, Feb. 24, 1892. }
I have often of late had inquiries as to the merits of the Dr. Webb Electric Belt, etc. In my mind there can be no question as to its curative powers for all nervous diseases, and especially for paralysis in any stage. Neuralgia, Rheumatism, Nervous Prostration and General Debility, and for many kindred. ailments there is probably nothing equal to-electricity, and I consider the Dr. Webb belt. superior to all others from the fact that the current of electricity can be adapted to the needs and requirements of the patient. I would recommend it to all the suffering.

W. W. Bunce, Proprietor.
W. W. Bunce is proprietor of the Iowa Falls Bath
House and Sanitarium and has had long experience
and success in the healing of disease by means of
baths and magic treatment.

I cure all Chronic Diseases, however caused, at the patient's home. Write for particulars... J. H. DYE, M. D., Buffalo N. Y.

### Sunday Excursion

To the World's Fair via the popular Nickel Plate Road, Sept. 3d. Choice of trains and usual low rate.

Increase a man's moral perceptions and he will reform himself. But there must be the mortal eyes before he can have the moral eyesight.

I do not believe a man was ever reformed by scolding or sarcasm. Tears and repinings and complaints soon grow to be an old story to him. He can find more pleasure among his convivial companions than he finds in such a home. Alas, that it should be so.

Good women ought to study the art of pleasing more than they do. No woman can afford to fall back upon her goodness to reform a man. It is a dangerous experiment and one that rarely succeeds. The average man must be entertained.

A man who has been a hard drinker or opium victim cannot suddenly give up his vices without some stimulant to take their place for a time. A man accustomed to the excitement of gay company cannot suddenly become satisfied with the dullness and stupidity which many good people allow to creep into their homes.

I suppose no two men could be reformed by the same means, however. Each needs to be studied, and the treatment should be specially suited to each individual case.

I once knew a woman who, after having tried tears, coaxing affection and all gentle methods vainly, finally effected a permanent curd in a man by a rather severe means.

She had married him wholly unconscious that he was addicted to periodical attacks of drinking. These spells lasted sometimes several days, sometimes several weeks, and occasionally months. He did not go away from home at such times nor indulge in wild orgies, he simply remained in his room drinking steadily until he became maudlin and incoherent. Then an illness, a serious complication in neglected business affairs, or the complete prostration of his wife would cause him to reform temporarily, but the moral callapse was sure to reoccur.

After several years of this life, and after having exhausted all gentle methods, the wife made a resolution. One day her husband rose rather late from a stupid drunken sleep, and found her busy packing two large trunks.

"What are you doing? Where are you going?" he asked in astonishment.

"I am going home to my parents!" she replied quietly, without looking at him. "I have decided that you prefer liquor to my love and respect, and therefore, I will leave you in undisturbed happiness with my successful rival. I have resolved upon this step for

the sake of our two boys. I think I owe it to them to take them away from your example. You can let our friends suppose that I have gone on a visit, until you decide that it can no longer be concealed that I have gone forever."

Before she had finished speaking the man had broken into wild sobs, and with trembling limbs and shaking voice he begged her to give him one more trial. With seeming reluctance she unpacked her trunks and consented to give him one more chance to reform.

"But if I ever see you under the influence of liquor again, I shall go, never to return, for the sake of the boys!" she said firmly. He had no sooner left the house than the poor wife fell to sobbing wildly herself, for the role she had resolved to play was a desperate one. It was successful, however, and to this day the husband has never touched a drop of liquor, and that scene took place several years ago.

I know another woman who used a different method, and succeeded in reforming her husband. She ignored his habit, and never seemed to notice it. But a score of times she cried out silently to her own heart: "He does not drink—he does not! He loves me too well to grieve me; he is too good and kind to do such a thing!" Night and day, walking on the street, sitting at home, wherever she was, she sent out this cry of denial of his bad habit and this assertion of his goodness, and by and by it came true. This man was reformed. She had called to the divine spark within him, and it had responded.

Again, a beautiful girl, a relative of my family, married a man against the wishes of her parents and all her friends, thinking to reform him. After twelve years of periodical reformations and backslidings the man finally fell into drunkard's consumption and died. During the last two years of his life he was confined to the house and, of course, unable to procure drink. When he died the once beautiful girl, now prematurely old and broken, said:

"Well, I have fought a hard battle, but I have won. I reformed him!" She died the next year—a victim to the terrible strain of her wretched marriage, but died believing she had reformed the man who drank as long as he was able to get where he could purchase drink, in spite of all her love, devotion and care.

It is my belief that a man who has not the self-respect to save himself will not respect any woman enough to be saved by her.

I do not think any man should marry until he is thirty, and if he has not reformed at that

project that is attracting much attention in railroad circles and it is one that you cannot afford to ignore. The circulars are self explanitory. Read them carefully and if you have not yet subscribed for stock do so at once, if your finances will permit. Not only this, but try to place as much stock as you can among other bonded employees of your acquaintance. The Grand Secretary will be pleased at any time to furnish more detailed information on this subject or any other connected with association affairs. Think over this matter carefully and if you believe that the association is worth to the station service the small cost imposed upon its members, less than one and one-third cents a day, send in your dues to the proper office at once.

It will be a matter of interest to all members to learn that our official paper, THE STATION AGENT, has retired from the field as the official paper of The International Association of Ticket Agents and will hereafter devote its entire energies to advancing the interests of the Railway Agents' Association. The success of the I. A. T. A. has been largely due to the efforts of THE STATION AGENT and it is a source of congratulation to all friends of the R. A. A. that it will in the future be the official organ solely of our association, thus giving us a prestige in railroad circles which we would not enjoy otherwise. Mr. M. G. Carrel, organizer and ex-secretary of the International Association of Ticket Agents, has taken charge of the business management of THE STATION AGENT, thus relieving your Grand Secretary, who has been overwhelmed with his numerous duties in connection with the paper and the association. THE STATION AGENT will be better and brightes than ever, and apecial efforts will be made to get it to all members in good standing, promptly and on time in the future. Mr. Carrel will also be actively interested in the Railways Agents' Association, which we intend to make the only organization of agents, either ticket or freight, in the country.

Mr. W. W. Spencer, for several years a well known member of the Railway Agents' Association, and for a year or more past on the road as a special organizer, has been appointed Assistant Grand Secretary, and will have charge of the routine work of the Grand Division. The Grand Secretary will thus be enabled to attend to local division meetings and look after the outside work of the association.

Preliminary arrangements are now being made for the next annual convention of the

association. New Orleans has been suggested, and also a trip to the New England States. Much will depend upon the action of the railroad companies, but an enjoyable excursion is assured in any event. Members will be fully advised in our official paper.

Let me again urge you to attend to the matter of your dues at once. If you are in arrears, send amount of dues to your local secretary and request for reinstatement. This can undoubtedly be arranged. We don't want to lose a single member this year.

Fraternally yours,

R. W. WRIGHT, Sec'y Grand Div.

### Our Plan of Action.

PEVER in the history of the Railway Agents' Association has so much interest been manifested in its affairs as at the present time. This interest is confined not alone to agents but officials as well, who are watching our effort to effect a change in the management of the station service. The pamphlet which the Grand Division has sent out entitled "Salaries in the Station Service" has attracted universal attention, and the plan by which it is proposed to bring this matter to the attention of our superior officials in such a manner as will make more certain a recognition of our position has been hailed with delight by agents and other station employees. We are just entering upon the campaign. For several years the Railway Agents' Association drifted upon the troubled sea of fraternal organization without compass, chart or course. Its crew were brave hearted, enthusiastic men. its various commanders and pilots experienced and able, but they knew not where they were sailing, nor were they acquainted with the shoals and reefs which bound the coast of the promised land. Two years ago the clouds began to break away, and light was seen. Then came new blood into the association, a new policy, new ideas, new methods. We distinctly outlined our plan of action and began to work on the details. Progress was necessarily slow. Every move had to be carefully calculated and studied over. In the meantime members who judged only of absolute and definite results began to be impatient. The association has lost many members, although it has gained more than enough to make up the loss. Old members became faint hearted, and while offering no suggestions themselves, gave up the fight because they could not understand or see where the immediate benefits were accruing to them. Fortunately the new recruits have more than taken the place of the old deserters, but we want all our old members back again in the ranks, and when they have read this issue of THE STATION AGENT we feel sure that the majority of them will realize the mistake they have made in dropping their membership. The Railway Agents' Association is constantly growing, but if we could recoup all our losses in the last two or three years we would have one of the most powerful organizations in the railroad service

The Railway Agents' Association, after two years' work on preliminary details, is ready to enter upon the campaign. Our plan for the equalization of salaries has been fully outlined in these columns. We want to be as nearly under the control of the traffic department as possible. We want salaries in the station service based on the revenue earning capacity of the stations, taken into consideration blso with the duties of each station in the operating department. We want a certain percentage of earnings allowed to each station with the agent given entire control over his employees. We want no responsibility for the agents unless absolute authority is also conferred. We make no demands as labor agitators. We simply submit a business proposition in a business like manner, and request its consideration by officials. It is subject to many modifications. We do not claim that we have entirely solved the problem, but we do know that we are upon the right track, and we want to keep on it until we reach our destination.

We give below several circulars which have gone out to local division officers, and which will show members what we are endeavoring to accomplish in this direction. The following is a circular letter addressed to all local division officers:

To all Officers of Lo al Divisions:

An unusual amount of interest has been shown in the effort of the Railway Agents' Association to bring about an equalization of salaries in the station service. The pamphlet published by the Grand Division on this subject has been widely circulated, and has attracted universal attention. It is being placed as rapidly as possible in the hands of agents and officials throughout the country, and cannot fail to be productive of good results. But we desire to bring this matter more forcibly before the notice of officials, and we must act now, striking while the iron is hot. We must show our members as well as the employees in the station service who are not now affiliated with us, that we are in earnest in our efforts to advance their interests and that we are working upon a line of policy which will have substantial results.

How is this best accomplished? Here is a formidable question, but I believe that it can be solved by united and determined effort.

Here is our plan:

Canvass the line of every road in the country with a petition addressed to the officials of each road calling their attention to the subject of a readjustment of salaries in the station service on some such basis as that suggested in the plan proposed by the Railway Agents' Association, and requesting the favor of a conference between representatives of the station service, looking to a mutually satisfactory agreement on the subject. I enclose a copy of the petition which it is proposed to circulate, so you can see that there can be nothing objectionable in it. Attached also to this petition we propose to have a blank, on which all agents can apply for membership in the Rail-

way Agents' Association.

The matter of starting out these petitions and following them up must be carefully considered. In all sections where our local divisions are sufficiently well organized this work should be turned over to them, and hence we appeal to you as an officer of your division to interest yourself in the subject. Every line in the territory covered by your division should be mapped out and the starting point of the petition, which can go in the same manner as a tracer from station to station, should be determined upon. So far as possible some point should be selected where the agent is a member of our association. The petition should be accompanied by a strong personal letter from the officers of the division and its course over the various roads should be watched by the secretary, to whom this duty will naturally fall. A local committee of three should be selected from each road to handle the petition when it is completed, and in this they will receive all possible assistance from the local and Grand Division. There can be no objection on the part of officials to this movement, and if there should be, it will come from a few narrow-minded men who look with suspicion upon any indication of independence on the part of subordinates. We demand nothing. We believe that our plan is practical, and we desire to discuss it with our superior officers. It will undoubtedly be subject to numerous modifications incident to local conditions, but in the main we believe that it can be applied to every grade of station and that it will benefit not only the great mass of agents, but the companies as well.

We want every local division to take hold

of this matter at once.

Classify all the roads in your territory. selecting some member of the association, if possible, to start out our printed matter

Send circulars to every member of the division, advising him of our plan and request-

ing his co-operation.

The Grand Division will furnish the necessary printed matter. Will you not take up this matter at once. This circular letter is addressed to all local division officers. Those officers other than the secretary are requested to confer with the latter as speedily as possible and get the work under way. The Grand Sec-retary will furnish all desired information upon application, and desires to hear personally from all officers of divisions, as well as from members on the subject. Suggestions or

advice will be gladly received.

This is a critical period in the history of our association. The Grand Division officers can do nothing unaided. Can we depend upon you to support us? We are proposing no radical action, but simply that we go to our superior officials and lay before them a business proposition in a business-like manner, and request its consideration. We may fail in some cases, but we must and will succeed in the end, for we know that we are advocating what is best for both ourselves and the companies we represent.

There is nothing to be gained without persistent effort. We have hit upon the keynote of success. Let us keep at it until we win.

Please let me hear from you as soon as possible.

Fraternally yours, R. W. WRIGHT,

Grand Secretary.

This is self-explanatory. Here is a copy of the petition. There is no need for secrecy in this matter. The Railway Agents' Association is a non-secret organization. Whatever we do is open and above board. Many of our members are officials in high standing, and their advice and co-operation is essential to the success of our policy. We do not propose to go about this matter in an underhanded manner, but are willing that every official should know what we are doing and what we propose to do. There has for years been great discontent in the station service. The Railway Agents' Association is endeavoring to remove this discontent without friction, and in such a manner as will work to the best interests of all concerned. The petition which it is proposed to circulate and lay before officials of the various roads throughout the country is as follows:

We, the undersigned agents on your line, after due consideration, honestly believing that the peculiar conditions governing our branch of the service deny us certain privileges and benefits accorded to employees in other departments, respectfully petition our superior officials to consider the matter of readjusting salaries in the station service. Engineers, conductors, trainmen, operators and others have made, with most roads, contracts securing to them certain rights and fixed rates of pay, and we know that employees so situated are stimulated to render better service than those whose positions are less assured. While we recognize the fact that it is difficult to establish a fixed schedule of pay for agents, yet we believe that stations can be graded according to their earning capacity and the duties required in other directions, and placed in classes with fixed rates of compensation that will be just to ourselves and the companies we represent.

We desire to lay before you, therefore, a plan for adjusting salaries in the station service which we believe will be mutually satisfactory. It is outlined in the pamphlet attached, which has been issued by the Railway

Agents' Association, the representative organization of the station service. While it will be subject to many modifications incident to local conditions, yet in the main it outlines our

ideas on this subject.

We respectfully urge that you grant us a conference on this subject through our committee, which will present this petition to you. Recognizing the fact that agents are the business representatives of the railroad companies, we do not desire to have this matter considered in the light of labor agitation, but simply as a business proposition which we want to discuss with you in a business like manner.

The history of the Railway Agents' Association has established the fact that it is unalterably opposed to anything in the nature of compulsory agitation, nor do we desire to be classed as a labor organization, although we are wage-workers, as is everyone in the rail-road service. We believe that on account of our pacific attitude on all questions of this kind that we should receive as much consideration as is accorded to the various orders who are continually parading their grievances. There are other minor matters connected with this subject which we think should be freely If you believe that this matter discussed. is worthy of discussing between us we will be glad to have a conference, as indicated above. We are sincere and earnest in our intentions, and feel sure that this method of procedure will meet with your approval, and will refute the arguments of labor agitators who can see no chance for success in any movement unless radical measures are resorted to.

Attached to this petition will be a copy of the pamphlet "Salaries in the Station Service," a blank application foo membership in the association, and a personal letter to the agents setting forth the object of the petitior substantially as given above.

We have every reason to believe that this plan will prove successful. Of course the change cannot be made at once, and it will require years of work before the universal adoption of such a plan could be brought about. But a start must be made some time, and now is the time. The agents who do not think that the object which we seek to attain is worth the labor and expense are best out of the association. There are thousands of agents who are ready and anxious to give their support to this movement, and the Railway Agents' Association proposes to have them on its rolls as fast as they can be brought in. Already there are a host of applications for literature on this subject, and agents who were never before interested in the association are waking up now to the ment of its policy and the possibilities of its future. But we want every old member with us again. Let the faint-hearted ones come back into the fold. We have been "in camp" a long time and most of us have been chafing under the enforced restraint. Now

that the onwrrd movement is commenced, it is only cowards who will drop out of the ranks, or else those who have not the interests of the station service at heart.

Our present plan of campaign is the result of years of study and thought. Let us rally to the support of our leaders now and see

what we can accomplish.

The first thing to be done is to pay up your dues. The next to offer any suggestions you may have to the officers of the association. The third is to take hold of the matter and work with strong heart and will as soon as the papers are ready for distribution.

Let us see now what we can do by united

ection.

### Personal Notice.

### To all Members of the R. A. A.:

I desire to say a few words personally to you in regard to myself and the affairs of the association. For several months past I have been hardly able to attend to my every-day duties, and many things in connection with association matters have been necessarily postponed in consequence. I have tried to do too much and broke down as a result. As I am now relieved of a greater part of the routine work of both our official paper and the associ-ation, and as my health steadily improves, I trust that I may be able to push once more energetically the plans of our beloved organization. My special object hereafter shall be to make our official paper interesting to every member and to keep each and every one thoroughly informed as to the progress of the association, something which it has been impossible for me to do in the past. Those of our members who have had experience at "oneman" stations, and most of them have, will appreciate the unfortunate position of your Grand Secretary and editor in the past,—when he has tried to edit a paper, look after the details of its business management, keep up the work of the association, settle grievances, answer a mass of correspondence that would stagger the average business man, hustle up local divisions, attend local division meetings, perspire over finances, and now and then try to eat and sleep for a change. If there have been any shortcomings I trust they will be over-looked and pardoned; if I have in any way advanced the interests of the association, and those of the noble movement in behalf of the station service to which I have pledged my hand, brain and heart, I am thankful that opportunity has permitted me to do as much as I have, and hope that the future will allow a wider field of action. I desire to thank all members for kindly words of sympathy.

Fraternally yours,

R. W. WRIGHT.

Delegates to the Catholic Congress Should take the Nickel Plate Road's low rate excursion Sept. 3d, thus reaching Chicago in time for opening session of the Congress, Monday, Sept. 4th.

Something New.

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New York & New England Railroad Co., General Passenger Agents' Office, Boston, Mass., Aug. 18th, '93.

MR. R. W. WRIGHT,

Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:—Answering your favor of the 9th inst., just received on account of my absence from office, I beg to thank you for courtesy done me in making me an honorary member of your association, which I accept with pleasure.

Yours very truly, W. R. BABCOCK, Gen'l Pass. Agt.

New York & New England Railroad Co., Traffic Department, Boston, Aug. 16th, 1893.

R. W. WRIGHT, Esq.,

Sec'y Railway Agents' Ass'n, Cleveland, O.

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I have looked over the pamphlet putting forth the objects of the association, and as an old station agent myself heartily concur in its

objects. Yours truly,

GEO. F. RANDOLPH, Gen'l Traffic Mgr.

Boston & Albany Railroad Company,
Office Gen'l Traffic Manager,
Roston, Aug. 16th. '93.

BOSTON, Aug. 16th, '93.
R. W. WRIGHT, Esq.,

Grand Sec'y R'y Agents' Ass'n, Cleveland, O. DEAR SIR:—I am in receipt of your favor of the 9th enclosing a certificate of honorary

Increase a man's moral perceptions and he will reform himself. But there must be the mortal eyes before he can have the moral eyesight.

I do not believe a man was ever reformed by scolding or sarcasm. Tears and repinings and complaints soon grow to be an old story to him. He can find more pleasure among his convivial companions than he finds in such a home. Alas, that it should be so.

Good women ought to study the art of pleasing more than they do. No woman can afford to fall back upon her goodness to reform a man. It is a dangerous experiment and one that rarely succeeds. The average man must be entertained.

A man who has been a hard drinker or opium victim cannot suddenly give up his vices without some stimulant to take their place for a time. A man accustomed to the excitement of gay company cannot suddenly become satisfied with the dullness and stupidity which many good people allow to creep into their homes.

I suppose no two men could be reformed by the same means, however. Each needs to be studied, and the treatment should be specially suited to each individual case.

I once knew a woman who, after having tried tears, coaxing affection and all gentle methods vainly, finally effected a permanent curd in a man by a rather severe means.

She had married him wholly unconscious that he was addicted to periodical attacks of drinking. These spells lasted sometimes several days, sometimes several weeks, and occasionally months. He did not go away from home at such times nor indulge in wild orgies, he simply remained in his room drinking steadily until he became maudlin and incoherent. Then an illness, a serious complication in neglected business affairs, or the complete prostration of his wife would cause him to reform temporarily, but the moral callapse was sure to reoccur.

After several years of this life, and after having exhausted all gentle methods, the wife made a resolution. One day her husband rose rather late from a stupid drunken sleep, and found her busy packing two large trunks.

"What are you doing? Where are you going?" he asked in astonishment.

"I am going home to my parents!" she replied quietly, without looking at him. "I have decided that you prefer liquor to my love and respect, and therefore, I will leave you in undisturbed happiness with my successful rival. I have resolved upon this step for

the sake of our two boys. I think I owe it to them to take them away from your example. You can let our friends suppose that I have gone on a visit, until you decide that it can no longer be concealed that I have gone forever."

Before she had finished speaking the man had broken into wild sobs, and with trembling limbs and shaking voice he begged her to give him one more trial. With seeming reluctance she unpacked her trunks and consented to give him one more chance to reform.

"But if I ever see you under the influence of liquor again, I shall go, never to return, for the sake of the boys!" she said firmly. He had no sooner left the house than the poor wife fell to sobbing wildly herself, for the role she had resolved to play was a desperate one. It was successful, however, and to this day the husband has never touched a drop of liquor, and that scene took place several years ago.

I know another woman who used a different method, and succeeded in reforming her husband. She ignored his habit, and never seemed to notice it. But a score of times she cried out silently to her own heart: "He does not drink—he does not! He loves me too well to grieve me; he is too good and kind to do such a thing!" Night and day, walking on the street, sitting at home, wherever she was, she sent out this cry of denial of his bad habit and this assertion of his goodness, and by and by it came true. This man was reformed. She had called to the divine spark within him, and it had responded.

Again, a beautiful girl, a relative of my family, married a man against the wishes of her parents and all her friends, thinking to reform him. After twelve years of periodical reformations and backslidings the man finally fell into drunkard's consumption and died. During the last two years of his life he was confined to the house and, of course, unable to procure drink. When he died the once beautiful girl, now prematurely old and broken, said:

"Well, I have fought a hard battle, but I have won. I reformed him!" She died the next year—a victim to the terrible strain of her wretched marriage, but died believing she had reformed the man who drank as long as he was able to get where he could purchase drink, in spite of all her love, devotion and care.

It is my belief that a man who has not the self-respect to save himself will not respect any woman enough to be saved by her.

I do not think any man should marry until he is thirty, and if he has not reformed at that

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# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

Vol. I.

SEPTEMBER, 1893.

No. t.

# RAILWAY SPECULATION.

(2) NDER the heading "Railway Transportation vs. Railway Speculation" the Railway Review says: "It is scarcely supposable that those who rail against 'soulless corporations' and 'grasping monopolies' and cite the fortunes acquired by railway speculators as evidence of millions 'wrung from the hard earnings of the people' are very much concerned about the correctness of their statements or will willingly receive any evidence tending to upset them, and yet it may not be out of place to remind them that the present financial stringency furnishes an illustration that is a complete answer to such statements."

Whatever "those who rail" have said, and however incorrect their statement, the Review fails to point specifically to that portion of this article wherein these "railings" find a complete answer in or by the present financial stringency. It seems that many railways have declared the usual dividends, and several are engaged in rate cutting on their own account, some have failed—the causes various. The Review should be more concise in establishing points of argument or assertion.

Continuing, the article makes use of Mr. Jay Gould and his methods as follows:

" Perhaps no one has been more frequently held up to public gaze as the arch enemy of public welfare and the oppressor of the people than the late Mr. Jay Gould, and the fortune that he accumulated—far beyond the ability of a single man to honestly earn within his allotted years—was pointed at as proof positive of such a statement. Probably the large majority of those who both make and listen to such statements believe that every dollar of his fortune, variously estimated from twenty-five to one hundred millions of dollars, was a direct contribution by the people in the way of charges paid for the transportation of persons and property over the various lines of railroad under his control; whereas it is probably the fact that, except so far as the manipulation of stock was thereby facilitated, Mr. Gould's fortune was diminished rather than increased by the physical operation of the roads in which he was interested. That is to say, could Mr. Gould have conducted his stock operations apart from the operation of the railroad itself his fortune would have been even larger than it was for the reason that, taken as a whole, the railroads operated by him were never able to pay their fixed charges and operating expenses, to say nothing of dividends."

It seems absurd to assert that a reading, reasoning public could think that every dollar of Gould's fortune was a direct contribution by the people through monies paid for transportation or that no portion of his money came from that source, and from the people. Is it reasonable to suppose that the revenues of the corporations controlled by this arch speculator and manipulator were applied to their legitimate channels, while his fortunes were made and lost wholly on Wall street? The holders of the stock of one road that Fisk and Gould used in speculation we know will not agree with the Review in its separation of railway speculation and transportation revenues. And while they may agree in the assertion that "had Gould conducted his stock operations apart from the operation of the railroad, his fortune would have been even larger," they feel sure had he done so the investors' fortunes would be also larger.

The following argument, premise and logical conclusion, must be an echo of that realm of business where shadows are bought and sold and fortunes made by one man without affecting others:

"But admitting for the moment and for the sake of argument that all these millions were the direct contribution of the people through the medium of extortionate railway charges, and that the entire amount of his fortune represented so many dollars directly wrung from the purses of the public, what then? It follows that if, as so persistently stated, the people are by reason of such accumulation so much the poorer, then any diminution in such a fortune is equivalent to a restoration to the

Statutory Regulation of Transportation and its Results.

PREPARED FOR THE RAILWAY CONGRESS,
WORLD'S COLUMBIAN AUXILIARY, BY
A. G. SANFORD, COUNSEL OF THE
INTERSTATE COMMERCE
COMMISSION.

MRR right of the supreme power in a state to regulate railroads and other instrumentalities of commerce is no longer an open question. It is no longer considered a doubtful exercise of the legislative authority to prescribe the rules by which commerce is to be governed; not only is this proposition universally recognized, but such regulation is generally considered to be a positive duty which the government, in a wise administration of its affairs, has no right to neglect.

Railways are public highways; they are instruments of commerce; the public have an interest in their use; they possess and operate franchises of a public character; the grants to them are in derogation of common rights in the nature of exclusive privileges; more than this, they are governmental agencies affecting the public welfare, and for any one and all of these accumulated reasons, they are, on the ground of public interest and necessity, subject to legislative control.

The construction and operation of railways is not merely a private speculation on the part of those individuals who may have invested their money in their creation. They exist and are operated only as forming a part of the government itself. Natural persons, who are not strictly officers of government prescribe the rules governing the details of railroad management, but in so doing they are only engaged in the administration of one of the functions of government. This fundamental doctrine underlying the whole subject of railroad construction and operation has been stated by the Supreme Court of the United States with such succinctness as to warrant a reproduction of the language. In Olcott vs. Supervisors, 16 Wallace, 694-5, the court says:

That railroads, though constructed by private corporations and owned by them, are public highways, has been the doctrine of nearly all the courts ever since such conveniences for passage and transportation have had any existence, \* \* whether the use of a railroad is a public or a private one depends in no measure upon the question of who constructed it, or who owns it. It has never been considered a matter of any importance that the road was built by the agency of a private cor-

poration. No matter who owns it, or who is the agent, the function performed is that of the state. Though the ownership is private the use is public.

And in Railroad Co. vs. Maryland, 21 Wallace 471, the doctrine is again asserted in the following language:

This unlimited right of the state to charge or to authorize others to charge toll, freight or fare for transportation on its roads, canals and railroads, arises from the simple fact that they are its own works or constructed under its authority—it gives them being.

It thus being the duty of government to administer the important function of its organization, namely, the providing of improved public highways, which its inhabitants may use as a means of facilitating commerce, and it having been determined, so far in the history of our own country at least, that this administration ought not be confided to government officials, and that the best management requires private ownership and unofficial direction, and having delegated a portion of its sovereignty to the administration of a corporation created by it for that purpose, it is beyond dispute that the delegated authority should be so restrained and guided by discreet legislation as to ensure to the whole people the very best possible results. Therefore I insist that a government not only may, but it should, provide for a statutory regulation of railroads, understanding that the kind of regulation mentioned on the subject was not intended to refer to those statutes which states under the "police power" so-called, may enact and which may extend to all regulations affecting the health, good order, morals, peace and safety of society. The "regulation" here to be considered is of another sort, and refers to statutes which have for their object the placing of the facilities of transportation within the reach of all, affording to each person an equal right to the advantages of transportation, by ensuring the imposition of just, reasonable, equal, non-discriminatory and stable charges.

Such charges should be "just and reasonable." That is to say, they should be neither too high nor too low. A railroad is often a monopoly. It controls the only avenues of traffic. Left to itself, by the imposition of too high a tariff, it could demand more than a fair rate for the business, and the community it serves be powerless to resist its merciless demands; or by making rates too low, it might throttle a weaker rival and strangle the life out of a competitor deriving its right to participate in the business from the same governmental source. Therefore rates must be just and reasonable, not only to the persons

# BARBLY AT THE FAIR.

OUR WITTY CORRESPONDENT VISITS CHICAGO
AND TRILLS US WHAT HE SAW THERE
—FUN, FACTS AND FANCY.

T is not so much that I purpose telling the readers of THE STATION AGENT something about the wonderful sights to be seen at the greatest World's Fair the all-beholding heavens have ever arched themselves over, but rather that I would talk over with those who have been there, and seen for themselves, a few of the vast number of exhibits,—sort of recall to them a striking novelty or an interesting display here and there, and live over with them for the moment the surprise and the enjoyment of it all. Indeed, it has become almost as fatal a thing to attempt to recount to another what you saw and did and had done to you at this stupendous collection of the earth's finest and best as it is to give a whistled expression to that cruelly persecuted melody, "After the Ball." Furthermore, it would be beyond the ability of any one so weakly mortal as the subscriber to remember, let alone cunumerate, the one one-hundredth of the millions of things he did see-and escaped from. And then again, an authority who speaks whereof he knows declares that were one to devote but two minutes to each exhibit at the Fair it would take him thirty-two years to complete the inspection. So then, how can one do more than hold up their hands in utter despair and, with a profound sense of their ridiculous weakness but with a desperate resolve to say something, sillily exclaim: "Oh, but did you see the red-headed girl waiters at the White Horse Inn!" However, notwithstanding the appalling discouragement arising from the immensity of the Pair, I am going to sit down here in the columns of THE STATION AGENT and talk over with its readers for a week or two Some Things We Saw at the World's Fair.

They will not include the big cheese that Jimmy Dart sent from Canada. The cheese is there. I smelt it. But I didn't see it. I walked all around it and I climbed to the top of it, but no where could I find an opening in the heavy wooden casing surrounding it through which to view it. I think if Mr. Dart had have securely penned in the odor and made a freer display of the cheese it would have been more agreeable all around.

If any of you have within you a strain of sympathetic memory like that which abides

with me, when you saw that huge horse and rider made of prunes in the California State Building your thoughts must have gone out instantly and compassionately to Rather Woeful Wright and his famous nineteen dollar Yellowstone horse. While looking at it one day I heard a lady, who must have either been a violently loyal Californian or abnormally fond of prunes, gushingly exclaim: "Oh, see that gigantic prune horse! I feel as if I could eat his entire tail!' There are just two and one-half bushels of prunes in the tail. I was very much astonished at another California exhibit shown in the Western Union Telegraph Company's display in the Electricity Building. It consisted of a section of a telegraph pole which the woodpeckers had, as is their custom, it appears, bored full of holes and fitted acorns into during the summer, so that when winter comes and the ground is covered with ice and snow they have easy recourse to this singularly and yet conveniently stored provender. I believe, however, that it is the tenant of, and not the acorn itself, that they feed upon. To return to the California State Building for a moment, among a quantity of peculiarly primitive articles shown there, such as were used by the first settlers, Humboldt county displays an altogether unique curiosity in the shape of a violin, the frame of which consists of a mule's skull. It is a relic of Seth Kinman, the once famous hunter and trapper. It is related that Kinman was a violin player and had a mule that was of a very pronounced musical disposition. So much so, indeed, that whenever Kinman played the violin the mule would stick his head in the door of the tent and beat perfect time with his ears. In course of time the mule died. Whether it had heard its master playing "Who Stole the Donkey" and succumbed to a broken heart, I do not know. But after its death Kinman immortalized it by making a violin frame of its skull. And a most gruesome-looking affair it is. All the while that I timidly eyed it I could imagine I saw a spectral bow passing across its strings and heard the music of "The Dead March in Saul" coming from it in weird-like tones.

The Art Gallery was my despair and the Forestry Building my delight. For the reason that the former, in the first place, was so confusingly involved and so maze-like in its inner construction that one wandered blindly through it, never knowing just where they were or where they were going to come out, and, in the second place, it was hung so over-flowingly full of pictures that at the very first

with the most recent, and the improvement of the age is shown by the comparison. An oxteam from the days of Abraham, or a bullockdrawn cart from the Madeira Islands, where wheeled vehicles are unknown, present a curious spectacle alongside one of the fine road equipages of to-day or the famous New York Central engine 999. And so is to be seen here a boat used on the Sea of Galilee in the time of Christ, and fashioned by hand, and a few steps along a section of one of the International Navigation Company's magnificent steamers. This latter is without doubt one of, if not the, most impressive exhibits here. Reaching from the hull to the top of the -moke-stack and showing state-rooms, cabins, library, dining-room, smoking-room, decks, etc., etc., finished and decorated in the richest beauty. To see so mammoth and complete an exhibit—as if it had been cut out of the centre of an ocean steamer and set down here-stands one aghast with astonishment and admiration. The baby carriage of our infancy stands in the shadow of the superb ebon hearse—the carriage of our old age! The lavishly upholstered panlanquin in which Mrs. Sheldon was carried through the jungles of Africa; the hammock in which the Dahomeyans transport their passengers; leather wine and water bottles such as are used in far-away countries; Daniel Webster's coach of 1808; the present day Lord Mayor of London's coach; a Turkish sedan; a Japanese jinrikisha; an Irish jaunting car; an Esquimaux dog-sled; a pair of American roller skates, and everything else that ever was or is in the way of transporting yourself or your wares is here. The curious looking French locomotives; the clumsy looking ones of Germany and England only reconcile one the more to the graceful, trim-built engine of our own country. But the "Lord of the Isles" and the "Empire Queen," showing England's locomotives as they were in 1851 and are to-day, are very interesting to look upon. A peep into the passenger cars of England and of Germany give you as good an idea of how folks travel abroad as if you went abroad to find out for yourself. And while nothing can ever make us believe other than that our way is the best; wo can here all see for ourselves that in the matter of interior and exterior furnishings and fittings and comfortable, even luxurious upholstering, the foreign cars are fully up to our own. Indeed, there is one car here in blue and gold, such as is run on the Imperial Road out of Frankfort, Germany, which looks more like a magnificent piece of parlor furniture than a railroad car. The Canadian Pacific Rail-

way train built of solid mahogany has been sowidely discussed that we must all feel very familiar with it, as well as with the Pennsylvania Railroad's unique and important exhibit which has been so splendidly arranged in its own building, and which shows the onward movement from the Conestoga wagon, through the period of the celebrated "John Buli" train, up to the present day of the superb Pullman car and the elegant double-decked ferry boat especially noticeable is a perspective map of the road showing the location of every trainin motion on its system at six o'clock on the morning of Columbia Day, Oct. 21st, 1892; a small globe with a single rail of track running round it, to show that if the rail used in the track of the Pennsylvania system was laid out in one connected line it would reach around the world and lap over into the Pacific Ocean as far out as the Sandwich Islands; and the original check drawn by John D. Taylor, the then treasurer of the P. R. R., to pay for the Philadelphia, Wilmington & Baltimore railroad, which they purchased in 1880, and amounting to within a few dollars to fifteen million dollars, said to be the largest check ever drawn. This P. R. R. exhibit, along with that of the New York Central road, is just outside the Transportation Building proper. This latter road shows the De Witt Clinton locomotive and train, the coaches being like old-time stage coaches in shape and style, in comparison with their famous Empire State Express engine 999 and train, and nothing could so forcibly illustrate the progress in transportation means and methods during the last sixty years than to look upon the past and present as thus brought together with these twotrains. At this point it is interesting to note that a recent writer in referring to the fact that we can see here the "most imperfect locomotive in its almost tea-kettle form," further suggests in a sort of prophetic way that we also see here "the most perfect locomotive that will ever be built: the beginning and the end of steam railway traffic." He evidently thinks that all future study and experiment and finally perfection will be directed towards making electricity the motive power in railroading. And it is quite a thought! Who knows but we to-day are seeing the steam engine at its best! So rapidly is electricity making its way in the practical world that it is a very warrantable belief to have that inventors will turn from steam power to this other so much stronger and so much quicker. Indeed, already has the movement begun. steps to the front with a 100 ton electric loco

knowingly wandered into Fairyland. For surely these dream-like buildings can only have been carved out of a poet's fine imagination by some process of necromancy, and beautifully ornamented by tracings now soft, now virile, and by lovely figures of the gods and goddesses, at the hands of some deft elf. And still more when

"The day is done and the darkness Falls from the wings of Night,

with you still standing in worshipful awe in the Court of Honor, and you see a brilliant necklace of glowing beads of light thrown round the dome of the Administration Building, and strings of the same festoon it all about and mark with fervent beauty the outlines of all the surrounding buildings, and finally come in a row of mellow radiance around the walls of the lagoon to light up its waters and reflect a million dancing rays within them-when the tiny electric lamps have done all this, and the fountains play in fantastic shapes robed in all the lovely colors of the rainbow, then you know you have by some surprising chance rubbed Aladdin's lamp and been transported to some gorgeous land of magic.

We are now for a moment or two in the Liberal Arts Building. Ah, here is richness! It glitters gloriously from Tiffany's one hundred thousand dollar yellow diamond; it curls about in graceful witchery upon the ceiling of the Gorham booth; it hangs in rich folds in the four thousand dollar dress with its thirtytwo hundred dollar strip of lace down the front in the French exhibit; it stands up bold and brave in the impressive iron gates to the German exhibit; it laughs out from the exquisite sculptures in the Italian exhibits; it blazons forth in the Russian bronzes; it corruscates in the reproduction of of a Louis Quinze boudoir in cream and gold made by Herts Brothers of New York-the ceiling and walls as well as the furniture of the room being heavily enameled, and the exhibit costing as it stands fifty thousand dollars; it appeals to you from all sides in Tiffany's exhibit of Decorative Glass and their charming chapel; it fairly jumps at you from the exhibit of the Singer Sewing Machine's astonishing workmarvelously wrought curtains, beautifully ornamented furniture coverings, stirringly pretty pictures, colored and shaded as perfectly as nature itself, all these and many more picked out and completed by the machine's agile and rversatile needle; it taps you on the shoulder and beckons you into the Belgium exhibit of rare vases; it peers invitingly out

at you from the Japanese section; it meets you at every turn, and whether in metal or glass, silks or china, jewels or clothing, there is a richness here that delights, that deluges and distracts.

I wish we had time to talk a little about the wonders of the Electricity Building, where that mysterious power, as delicate in its touch as the tap of a rose leaf or as powerful as the force of a huge engine, holds such sorcerous sway-if only to speak of that starting streak of lightning shown there in which is represented two million volts of electricity-energy enough to drive the monument at Washington through the sun without knocking it an inch out of its course; or to tell of the heating to a white intensity a bar of iron in a bucket of water, which water had a current of electricity passing through it. Or that we had the leisure to chat over matters and things in Machinery Hall where all the type setting machines and printing presses are, and so finely perfected that one can now (almost) drop his handkerchief in the slot and get out the tenth edition of his favorite evening paper, handsomely illustrated. For, say these human-like machines, give us a rag and we will return you a completely printed paper. Or that we could stop in the Agricultural Building just long enough to stay our stomachs with a sample of soup and a specimen biscuit so generously given out in the gallery. But the day passes and it behooves us to move along to the Transportation Building. Now, don't everybody ask at once if I saw "Puffing Billy!" Of course I saw it, and a curious looking creature it is. It proved, no doubt, a helpful link in the chain of locomotive advancement, but whether it was ever capable of any serious work is doubtful. "Puffing Billy" belongs to that wonderful evolutionary exhibit showing the progress of the use of steam on land from its first beginning in 1680 up to the present day, which the Baltimore & Ohio Railroad Company has so strikingly presented through the efforts of Major Pangborn. The B. & O. have the largest and probably the best educational exhibit in the transportation department. This Transportation Building exhibit, by-the-way, is peculiar to itself in one particular. It is preeminently an exhibit of contrasts. In the other buildings are shown almost entirely the most advanced class of exhibits—the very latest and newest and best specimens of everything, as an evidence of the foremost state of progress and perfection to which the world has attained, But in the Transportation Building the earliest known vehicles are made to go hand in hand

with the most recent, and the improvement of the age is shown by the comparison. An oxteam from the days of Abraham, or a bullockdrawn cart from the Madeira Islands, where wheeled vehicles are unknown, present a curious spectacle alongside one of the fine road equipages of to-day or the famous New York Central engine 999. And so is to be seen here a boat used on the Sea of Galilee in the time of Christ, and fashioned by hand, and a few steps along a section of one of the International Navigation Company's magnificent steamers. This latter is without doubt one of, if not the, most impressive exhibits here. Reaching from the hull to the top of the \*moke-stack and showing state-rooms, cabins, library, dining-room, smoking-room, decks, etc., etc., finished and decorated in the richest beauty. To see so mammoth and complete an exhibit-as if it had been cut out of the centre of an ocean steamer and set down here-stands one aghast with astonishment and admiration. The baby carriage of our infancy stands in the shadow of the superb ebon hearse—the carriage of our old age! The lavishly upholstered panlanquin in which Mrs. Sheldon was carried through the jungles of Africa; the hammock in which the Dahomeyans transport their passengers; leather wine and water bottles such as are used in far-away countries; Daniel Webster's coach of 1808; the present day Lord Mayor of London's coach; a Turkish sedan; a Japanese jinrikisha; an Irish jaunting car; an Esquimaux dog-sled; a pair of American roller skates, and everything else that ever was or is in the way of transporting yourself or your wares is here. The curious looking French locomotives; the clumsy looking ones of Germany and England only reconcile one the more to the graceful, trim-built engine of our own country. But the "Lord of the Isles" and the "Empire Queen," showing England's locomotives as they were in 1851 and are to-day, are very interesting to look upon. A peep into the passenger cars of England and of Germany give you as good an idea of how folks travel abroad as if you went abroad to find out for yourself. And while nothing can ever make us believe other than that our way is the best, we can here all see for ourselves that in the matter of interior and exterior furnishings and fittings and comfortable, even luxurious upholstering, the foreign cars are fully up to our own. Indeed, there is one car here in blue and gold, such as is run on the Imperial Road out of Frankfort, Germany, which looks more like a magnificent piece of parlor furniture than a railroad car. The Canadian Pacific Rail-

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and with all its ghastly ugliness it recalls with a shudder the history of the cruel past when men and women of high degree might any moment be slaughtered to please the whims of a tyrant or to satisfy the wickedness of a mob. Indeed, so great an impression did this instrument of death and the figure of Marie Antoinette, clad in black, with her beautiful hair and refined, intellectual face, walking to it to be butchered, make upon me, that when I passed out into the open air again for an hour afterwards all I seemed to see was Robespierre walking along the avenue and passing him in crowds the people whom he had caused to be murdered on this very guillotine probably, each carrying his or her severed head in their hand, which they waved ominously at him. I am a temperate man, by-the-way, and never drink in anything but Florida orange cider and inspiration. At the top of a short flight of stairs in this Moorish Palace they have a series of mirrors so arranged that when two or three people stand there it looks as if you were in a room with a hundred people in. Moreover it shows you yourself at every possible angle and from every imaginable point of view. What a place this would be for a woman to do up her back hair! You certainly see yourself as you have never seen yourself before. Looking to my right I saw a peculiar character of most singular appearance and with very unpleasant features. I really felt sorry for him, for I knew that a man with such an unprepossessing visage must have difficulty in getting through the world without throwing children into spasms and frightening grown people to death. I turned to see the person himself and found I was moving my own head in the glass. Now I know why it is it always rains when I turn my face towards the sky.

I had been in the Turkish bazar looking over the thousands of gim-cracks they have there and witnessing with great interest an energetic young Turk's efforts to make a customer of an unwilling woman. "See, lady, the nice Turkish candy! Dis box not full. I give you full box fresh candy. One piece so good it taste good all one day. Nother piece nother day. So las' you long time. See, lady, lady, see, see!" She moved away without buying and he leaned over the counter following her up with his greedy eyes and lusty lungs as far as he could keep track of her, "Lady, do I get you? Do I get you? Do I get you, la-a-a-dy!!" But he goteth her not. I came out on the pathway just in time to see a nervous little woman suddenly look about in a

searching way and then try to run about in half a dozen different directions at once, screaming out, "Oh, did you see Terry? did you see Terry!" A comfortable, unstampedeable looking sort of a man directly in her path glanced assuringly at her and said, "Yes, madam, yes!" "Where! where!" she cried. And he calmly answered, "In Indiana yesterday morning." "Terry Jamison!!" she "Oh, no, madam," said he, "I shrieked. thought you meant Terre Haute." And then it was that I unexpectedly come up against a very queer linking of the past with the present. An Egyptian pyramid—if not itself one of the original, still an accredited representation—from the banks of the Nile, rose up before me like a huge memorial monument at the grave of the buried ages, the hieroglyphics upon it speaking the praises of the deceased. Here was a needle that had stood for 5,000 years probably, and brought the dust of the dead past to darken our eyes with the veil of antiquity! Here it stood in all the mute eloquence of a hushed history of the Orient! And to one side of it was firmly fastened a rubber insulator, which in turn supported an electric light wire running from a powerful arc light on one side to a similar light on the other. A pillar that came into shape almost with the creation of the world utilized for an electric light pole! The farthest away past made to hold up the latest and greatest achievement of modern science! The remotest period of time joined to the vital present! Strange and startling sights, indeed, are to be seen on the Plaisance!

"Old Vienna," with its 400 years of ancientness upon it, its many curious little shops filled with odd wares, and its quaint old watchman going about with his staff and lantern to satisfy the timid with his hourly cry of "All is well!" makes it a very interesting place to spend an hour. And that's about the cheapest thing you can spend there. For after that everything comes very high. But a supper there is quite the fashion with those who can afford it, and the music is undoubtedly the finest in every particular to be heard at the Fair. There is also an exceptionally fine band in the German Village and many reminders of the Fatherland to interest one. The lace making by the lassies, the jig dancing by the lads, and the blarney-stone kissing by the visitors help to make the Irish Village a very attractive place. The big ape in the Javanese Village adds another chapter to Darwin's book every time a visitor pulls its tail.

If you will shut your eyes a moment until I get you through this gate, and then open

them, you will probably think you've been drugged and are having some wild, fantastic dream. But you are not. You are simply in a "Street of Cairo." All these curious samples of Arabic architecture were picked up piece by piece in Cairo and brought here and put together. There is real genuineness in this "Street of Cairo," from the good things the fortune teller reads to you to the humps on the camels' backs. It is just noon and the famous Egyptian wedding procession and ceremonies are about to take place. At the head marches a little black donkey with two black monkeys upon its back; then come the wrestlers, and the swordsmen, and the juggler with the enchanted eggs sticking fast to any part of his face he touches them, and the, most curious of all, the grinning little fellow with the blackest face possible, who has a wide belt of shells about his waist which rattle in a terrifying manner every time he wriggles his body, and then come the camels—four or five of them-bearing the palanquin containing the thickly veiled bride and her attendants. They stop in the open square, form a circle and in the centre the wrestlers wrestle and the juggler juggles and the swordsmen swordle, and the drums beat and the cymbals jingle and the patriarchs chant—and then it's all over and the procession retires to the end of the street again, the enchanted eggs still taking up all sorts of positions on the juggler's face, and that distracting specimen of chattering Egyptianhood in the little booth on the right starts up once more his incessant cry of "Bum-bum, bum-bum! Egyptian candy! Very good bum-bum, bum-bum, bum-bum, very good bum-bum, bum bum, de-ay candy!" and keeps up his persistent iteration by the hour. But what married the bride and who married her I don't believe any one knows. Such a multitude of little shops! And the wonderful Seventeenth Century house of the rich Arab Gamal El Din El Sahabi - sounds like a college cry. Here's an imitation of the Temple of Luxor, built 1550 years before Christ, cheerfully garnished with ten royal mummies, including Rameses II. and the fatherinlaw and sisterinlaw of King Solomon. The lover of dried beef finds a choice selection here. But the Mosque and the Minaret are rare sights. Nothing more dainty or graceful is to be seen at the Fair than this Minaret of the Mosque of Abou Bake Mazhar, and said to be the finest in Cairo, as it winds its spiral beauty, delicate in design and white in color, far above the surrounding buildings.

But, after all, it is the camels and the donkeys with their noisy attendants that attract the most attention in this "Street of Cairo." Fifteen cents pays for a donkey ride and twenty-five cents for a camel ride. But if you don't fee the attendant in addition to this charge he will remind you of it by crying out to you, "Don't forget Moses!" They have been quick to pick up Americanisms and very cute in the application of their knowledge. They have given their donkeys such names as George Washington, Christopher Columbus, Dan McGinty, Daniel Webster, Jim Blaine, Carter Harrison, Dr. Keeley, etc., etc., and of the four or five camels, one they call Mrs. Cleveland, another Gen. Sherman, a third Annie Rooney. There was one there that I thought should have been called Tom Campbell from the way in which it made its eye disappear and reappear-something like Tom does a silver dollar. Perhaps you will say that this was done by simply closing the lid over the eye on one side of its head and opening the lid from the eye on the other side of its head. But it didn't seem that way. It looked just as if it did it all with one eye, and while that eye would be staring at you from the right side, it would suddenly be taken out of sight and abruptly thrust out at you from the left side. But they didn't call it Tom Campbell. For family reasons they gave it the name of Lily Langtry. Such a screaming time as the women folks have when the camels set their props and get up with them (the women) on their backs. And again when they unjoint themselves and let themselves down for the women to get off. To say nothing of the hysterical laughing they do as the "ship of the desert" ploughs along through the trongh of the crowded street, surging up and down like a ship of the line on the tossing billows of thesea. But, notwithstanding the ridiculous figure they cut and the discomfort of the jaunt, there is a fascination about this thing of a camel ride in the "Street of Cairo" that no woman seems able to resist. She will squander her last quarter and misshape her finest pair of corsets in yielding to this irrepressible desire to be swayed back and forth and churned like a pound of butter between the humps of a meek eyed camel. Every camel with its cargo of human freight upon its back is led the length of the street and back by a swarthy Egyptian, and in the whole round of the Plaisance there is nothing more absurd than to see and hear one of these dark denizers from the benighted land of the Sphinx racing along at the head of a camel singing at the top of his voice, "Ta-ra ra boom de-ay!" And, indeed, this idiotic refrain seems to be the jubilee cry of every nation on the Plaisance.

PRESIDENTA. M. NORTH	EW CASTLE, PA
tst Vice-Parament	ALVESTOR, TEX
ad Vice-President	BALTIMORE, MD
3d Vica-Panaidant	. AUGUSTA, GA
4th Vice-President	
SECRETARY AND TREASURES	CLEVELAND, O

# How to Join the B. A. A.

PEADERS of THE STATION AGENT who are g not members of the Railway Agents' Association can make no better beginning of the new year than by joining this representative of the traffic earners of the railroad service. The platform of the R. A. A. will certainly commend itself to every agent. We quote from the constitution:

### ARTICLE III.

"The Association shall seek to attain these objects, by the details of organization as hereinafter described, by correspondence and personal intercourse between members individsonal intercourse between members individually and through the columns of an official organ, by holding conventions of the Grand and State Divisions, by inviting the co-operation of railway officials, by not resorting to strikes as a means of settling differences between railway companies and employees, and by preventing as far as possible, teaching of students the art of telegraphy or station work of any kind, excent to resular paid employees. of any kind, except to regular paid employees of the railway companies.

The objects and policy of the association are given in a pamphlet issued by the Grand Division and are as follows:

The Railway Agents' Association is an organization of traffic representatives of the railway service. It embraces in its ranks Agents of all classes, Bonded Cashiers and Chief Clerks. Its objects are as follows:

To increase the efficiency of the vast army

of Agents.
To combat the hostile sentiment against railway interest in the public mind in many communities.

To impress upon railway managers the necessity of bringing the Agents under the direct control of the traffic department as far as possible.

To practically demonstrate the fact that the Freight and Ticket Agenta, as the revenue earners of the railway service, are, or should be, the best and most intelligent class of men in the employ of the companies, and that the financial prosperity of a road depends on their efficiency, and thus to make agency work the best paid branch of the service.

To establish and operate a Guarantee

Сошрапу.

To conduct an Employment Bureau for the benefit of our member

To prevent the indiscriminate teaching of students" in railroad telegraph offices.

To educate our members through our official paper and by meetings to a better under-standing and appreciation of their duties as agents and railway employees.

To prove that the agents are above the

necessity of resorting to the methods of radical labor organizations in the association representing their branch of the service.

It is taken for granted that every railroad man into whose hands this pamphlet may fall, and who is eligible for membership, has convinced himself that he ought to be a member of the Railway Agents' Association. The next question is, How shall I join and what is it necessary for me to do? These are inquiries that are easily answered. On this page will be found an application blank which should be filled out and sent to the Grand Secretary. R. filled out and sent to the Grand Secretary, R. W. Wright, 45 Sheriff street, Cleveland, The amount of the initiation fee is \$3, and the dues 55 per year, or 42 cents per month, payable in advance. Dues may be paid either annually or semi-annually in advance. That is, a member may remit for the entire year or for six months. For instance, if application is

### The Local Division Plan.

IN our last issue we advocated the transfer of all duties relating to the collection of dues and issuing of cards, certificates, etc., from local divisions to the grand division, and gave strong reasons why this was necessary for the preservation of the association. The local division system, so far as it relates to this feature of association work, is a failure and has seriously jeopardized the association. Since writing the article in the August issue the Grand Division has found it necessary to take in the members of several state divisions, the local secretaries of which have entirely neglected their duties. We will soon publish proposed revisions of the constitution and trust that in the meantime all divisions will consent to have the change go into effect with the beginning of the new year. The foliowing circular letter which has been sent to the members of several local divisions whose members have been taken into the Grand Division is self-explanitory and should be read by every member of the Association, as it more fully covers the ground which we have taken in this matter:

RAILWAY AGENTS' ASSOCIATION, Office Grand Secretary and Treasurer, CLEVELAND, O., Sept. 15, 1893. Dear Sir and Brother:

"Since its organization the Railway Agents". Association has endeavored to conduct its affairs through local or state divisions and the result has been in almost every case a complete failure. The reasons for this are evident and manifold. The object of local divisions is to hold frequent meetings and discuss matters affecting the interests of the members and the organization. The general policy of the order must of necessity be shaped and directed by the Grand Division, or in other words, the organization as a whole. Owing to the fact that it is very difficult for agents to leave their offices at frequent intervals to attend such meetings the local and state division plan has failed to meet the requirements of the association and has seriously crippled its work. Our energies and funds have been wasted by useless local division expenses, which will be necessary as long as the matter of collection of dues and issuing of certificates and cards is han dled by local divisions, yet could be saved if this work was done through the grand division where it belongs. Another source of weakness has been that members not receiving prompt attention from local secretaries have become disheartened, and, imagining that nothing was being done by the order, dropped out of the ranks. Thus we have sustained serious losses which would have been avoided if this work had been handled direct through the grand division, whose officers have necessarily the time and opportunity to give it their personal attention, and encourage members by active efforts in

their behalf and careful attention to their wants. Local secretaries are, as a rule, fully occupied with the work of their stations and cannot give the affairs of the association the attention they demand. Since the undersigned assumed charge of the grand division as secretary, he has seen some of our best divi-sions go to pieces on this account, and our work has been seriously crippled by failure to receive support where it was certainly ex-pected. Notices of dues have not been sent out, reports have not been received by this office, members have been absolutely in the dark regarding the affairs of the association, local division officers have died or left their positions, and the first intimation the grand division has had of the existing state of affairs has been when, after repeated calls for reports and remittance, the discouraging information is received that nothing has been done for months, that the secretary, president, or some other important officer is dead, buried, disappeared or left the service, or else has thrown up the position without notifying anyone. In , such cases redress is impossible without creating a possible scandal and publicity that would have seriously reflected upon the association. A number of divisions have been conducted ably and conscientiously and their affairs are in a flourishing condition. Others have suffered through the lukewarmness of members and through no fault of division officers, and still others because the secretary has not had time to spare from his more im-portant duties of his employers to devote to association affairs.

Thus members, who are thoroughly in sympathy with our movement have dropped out of the ranks where they should and could have been held in line. Reports have not been received by this office of members in good standing and consequently The Station AGENT has not reached members, causing great dissatisfaction, and creating the erroneous impression that the fault lay with the grand division, when members should understand that papers cannot be sent except where such reports are promptly made by local divisions.

Past experience and the present condition of affairs forces the belief that the local division system, so far as it relates to the collection of dues and the maintainance of the association, is a failure and that the quicker it is modified the better. We have an important work to do and it is going forward as rapidly as adverse circumstances will permit. present proportion of dues accruing to the grand division is \$3.00 per annum per member. Out of this \$1.20 is for subscription to THE STATION AGENT. The balance, \$1.80, is used to pay the salary of the grand secretary and assistant, traveling expenses and all other expenses of the association. We have been, and are now, sending out a vast quantity of printed matter, which is very expensive, but which it doing us a great good and which is absolutely necessary for the advancement of the cause. Our postage bills alone during the past year have run up into the hundreds of dollars. Our work is mainly educational, as it were, and we must keep it up at any cost. net revenue of the grand division, if local divi

association.

made in January, 1893, the applicant would

send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June

30, 1893, and the latter to Dec. 31, 1893. If

application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably

members of the association, and must in all

cases be accompanied by the necessary funds.

Where an applicant is situated within the

jurisdiction of a state or local division he will

be immediately assigned to the same; in other cases he will become a member of the Grand

Division, thus receiving the full benefit of the

traveling card, and the unwritten work of the

Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no

assessments unless authorized by local divi-

sions for the purpose of maintaining a sick

the official paper, and to the support of the

benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau,

Association in any legitimate cause

A membership certificate,

# RAILWAY AGENTS'-ASSOCIATION. APPLICATION FOR MEMBERSHIP.

Division:

To Officers and Members of

and certify that he is a will make an honorable the Railuay Agents' Association, and being of your division, capacity . . 18 the for membership, under the jurisdiction the undersigned, are personally acquainted with the above applicant i good moral character, of temperate habits, and believe, if admitted, he wo the Association. General 6 accepted, I will support the impression at present employed by the received a favorable membership therein, I hereby apply affirm that, if Having / am and I do hereby Association. Total, Dues, Enclosed Fees, Company at 3 person of member of said

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O-

### Notice.

partment of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in The Station Agent, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

### The R. A. A. Badge.



ONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the

Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue, and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. Every member should have one of these emblems.

Send in your dues for the current half year?

### Our Next Convention.

MHE Grand Division is still working in the matter of the next annual convention, which, it is safe to say, will be held at Boston the middle of June, 1894. The eastern roads are showing a willingness to extend courtesies to the association, and we feel sure that this, the most important meeting of the association, will also be the banner convention as regards the social features. Trips to the White Mountains, the sea shore, and New York and its attractions on the return, are being planned and members will be fully advised of all details in season to make arrangements. In this connection we want to say that the number who can be accommodated on the special train will necessarily be limited and hence members had best get in their applications early. Due notice will be given of all details.

### The Local Division Plan.

IN our last issue we advocated the transfer of all duties relating to the collection of dues and issuing of cards, certificates, etc., from local divisions to the grand division, and gave strong reasons why this was necessary for the preservation of the association. The local division system, so far as it relates to this feature of association work, is a failure and has seriously jeopardized the association. Since writing the article in the August issue the Grand Division has found it necessary to take in the members of several state divisions, the local secretaries of which have entirely neglected their duties. We will soon publish proposed revisions of the constitution and trust that in the meantime all divisions will consent to have the change go into effect with the beginning of the new year. The foliowing circular letter which has been sent to the members of several local divisions whose members have been taken into the Grand Division is self-explanitory and should be read by every member of the Association, as it more fully covers the ground which we have taken in this matter:

RAILWAY AGENTS' ASSOCIATION, Office Grand Secretary and Treasurer, CLEVELAND, O., Sept. 15, 1893. Dear Sir and Brother:

"Since its organization the Railway Agents" Association has endeavored to conduct its affairs through local or state divisions and the result has been in almost every case a complete failure. The reasons for this are evident and manifold. The object of local divisions is to hold frequent meetings and discuss matters affecting the interests of the members and the organization. The general policy of the order must of necessity be shaped and directed by the Grand Division, or in other words, the organization as a whole. Owing to the fact that it is very difficult for agents to leave their offices at frequent intervals to attend such meetings the local and state division plan has failed to meet the requirements of the association and has seriously crippled its work. Our energies and funds have been wasted by useless local division expenses, which will be necessary as long as the matter of collection of dues and issuing of certificates and cards is han dled by local divisions, yet could be saved if this work was done through the grand division where it belongs. Another source of weakness has been that members not receiving prompt attention from local secretaries have become disheartened, and, imagining that nothing was being done by the order, dropped out of the ranks. Thus we have sustained serious losses which would have been avoided if this work had been handled direct through the grand division, whose officers have necessarily the time and opportunity to give it their personal attention, and encourage members by active efforts in

their behalf and careful attention to their wants. Local secretaries are, as a rule, fully occupied with the work of their stations and cannot give the affairs of the association the attention they demand. Since the undersigned assumed charge of the grand division as secretary, he has seen some of our best divisions go to pieces on this account, and our work has been seriously crippled by failure to receive support where it was certainly expected. Notices of dues have not been sent out, reports have not been received by this office, members have been absolutely in the dark regarding the affairs of the association, local division officers have died or left their positions, and the first intimation the grand division has had of the existing state of affairs has been when, after repeated calls for reports and remittance, the discouraging information is received that nothing has been done for months, that the secretary, president, or some other important officer is dead, buried disappeared or left the service, or else has thrown np the position without notifying anyone. In such cases redress is impossible without creating a possible scandal and publicity that would have seriously reflected upon the association. A number of divisions have been conducted ably and conscientiously and their affairs are in a flourishing condition. Others have suffered through the lukewarmness of members and through no fault of division officers, and still others because the secretary has not had time to spare from his more important duties of his employers to devote to association affairs.

Thus members, who are thoroughly in sympathy with our movement have dropped out of the ranks where they should and could have been held in line. Reports have not been received by this office of members in good standing and consequently The Station Agent has not reached members, causing great dissatisfaction, and creating the erroneous impression that the fault lay with the grand division, when members should understand that papers cannot be sent except where such reports are promptly, made by local divisions.

Past experience and the present condition of affairs forces the belief that the local division system, so far as it relates to the collection of dues and the maintainance of the association, is a failure and that the quicker it is modified the better. We have an important work to do and it is going forward as rapidly as adverse circumstances will permit. The present proportion of dues accruing to the grand division is \$3.00 per annum per member. Out of this \$1.20 is for subscription to THE STATION AGENT. The balance, \$1.80, is used to pay the salary of the grand secretary and assistant, traveling expenses and all other expenses of the association. We have been, and are now, sending out a vast quantity of printed matter, which is very expensive, but which it doing us a great good and which is absolutely necessary for the advancement of the cause. Our postage bills alone during the past year have run up into the hundreds of dollars. Our work is mainly educational, as it were, and we must keep it up at any cost. The net revenue of the grand division, if local divi-

### Attitude of People Toward Railroads.

[Communicated.]

OW few people stop to think of their dependence upon each other, or that no one is entirely independent of his fellow men. In the present advanced age of civilization no man can exist by himself or for himself, but must of necessity have other human beings who are to a greater or less extent, dependent upon him, and he in turn dependent upon them, or upon others. In fact, it requires all the many different branches of trade to maintain the equilibrium of commerce which is so necessary to our general welfare. Some time ago, a blacksmith, entirely dependent upon the patronage of the people, talking on the railroad problem said, "The railroads are made by the people and they should be operated for the people." I thought, how true of all branches of trade, equally with the railroads. Then why single out this great industrp as the target of all classes or parts of this great wheel of industry? We will say that railroads are not always just in their practices and demands; neither are the other people. We must consider the good of the greatest number when considering this question, instead of those alone who imagine themselves misused. Had it not been for the building of the various railroads across our fertile prairies, at a time when it required pluck as well as capital to push them forward, where would thousands of the homes, fine farms, towns and cities of our proud state be? Surely not in Kansas. Without the present means of transportation afforded by the systems which reach into every part of our state we could not all subsist, even in sunny Kansas.

Our products must be moved to market. The supplies, not produced by us, must be transported to us, and the wagon train of years ago is too slow. It would never have induced the people to push out into the new country to make homes and build cities as history prove the railroads have done. Then these corporations employ an army of men, who, with their families must live, thus helping to make a market for the products of those engaged in other avocations. But, says my brother farmer or mechanic, they would all be in some other part of the country where they would occupy like positions and bear the same relation toward us as now. The thirty thousand railroad employees of Kansas turned out of the state can never find the same kind of employment elsewhere, and many of them would be compelled to seek employment in other fields of labor, and when all other avo-

cations fail to yield a support we must of necessity drop back to Mother Earth who never entirely fails us, and thereby become direct compatitors of the farmer by producing instead of consuming their products; therefore I say it is to the interest of all concerned to keep as many men in this service as possible, instead of driving them out of it. Then why are the hands of so many other classes against us? You say they are not, then why all this clamor about the "greedy roilroad corporations," and demanding legislation, which if directed against any other industry would crush it out as surely as it now lives and prospers unmolested. Why is it that nearly every one schemes to obtain free transportation from these dreaded monopolies? Why do so many shippers use every means at their command to get their freight moved at less than actual weight, or under false name in order to procure less than regular rates? Do they practice the same rule in their business relations with other classes? No! Some years ago I knew a man who openly boasted that he shipped a piano and a large iron safe from Chicago to Kansas in car loads of lumber, and that man, only last year, was a candidate for the office of state senator on the "live off the railroads or kill them" ticket. One man avowed his intention to break the road up because I once weighed a local shipment offered by him that made nine dollars more freight charges that it would have been at his weights. Another patron wanted to eat me raw because I declined to allow a complete stock of general merchandise to pass through billed as emigrant outfit. I stood at a ticket window and heard a woman, worth thousands of dollars, insist on being sold a half-fare ticket for her fifteen-year-old daughter, just because, she claimed, she had never paid more than half-fare for her. Shame on such honesty as these cases indicate. My brothers, we must use our best efforts to correct this attitude towards our best efforts to correct this attitude towards our legitimate business and at the same time gain their respect and good will. Adverse legislation directly falls upon the employees.

I have had eighteen years experience in this direction and know whereof I speak. No adverse laws have been passed that were not closely followed by a general reduction of pay and discharge of men to correspondingly reduce expenses to meet the reduced earnings. Many years ago, when the present law reducing passenger rates to three cents per mile, was before the legislature, and it was evident

it would become a law, I made the following prediction to the gentleman who now has the honor of being the senior senator of our state, i. s., that within three months after the time the law was passed there would be a general reduction of earnings. He thought not; but even before the law went into effect the reduction had been made. Now the burning question is, why this attitude before us, for we must so consider it? Our subsistence is as necessary for the subsistence of other classes as the spokes are necessary to make a complete wheel. What is the remedy? Education. The people must be educated to the fact that we are a part of the people, and as such have exactly the same rights as other classes of laborers, and that we will insist on being equal with them.

### Are the Reductions Necessary?

As we go to press the air is heavy with the mutterings of organized labor in the railroad service. On nearly all the leading lines reductions of wages have been made, and the trainmen and others who have not been accustomed to this sort of thing in the past are not disposed to accept the situation with good grace. Several strikes are threatened, which we hope will be happily avoided. Agents have suffered with the rest, but they have become so accustomed to this same thing in the past that it does not strike them so forcibly, although the burden is none the easier to bear. It is somewhat of a consolation to know that all have suffered this time and the reduction is general and not made on one class alone in order to comply with the demands The agents will not strike, of another. nor talk of striking, for the majority of them are intelligent men and realize that the present financial stringency cannot last long, and that with the restoration of business confidence salaries will be restored to the old figure.

The railroad companies, of course, claim that the present business depression throughout the country is responsible for their action, and that the reduction of salaries all around is absolutely necessary. But will the facts in the case bear them out in their statement? While we have not the required data on hand upon which to base, with absolute accuracy, a positive statement to this effect, yet we feel that to a certain extent the reduction is an injustice, and that the earnings of the very roads that have made the reductions will show, at

the close of the year, that 1893 has been a prosperous year in spite of hard times. There is no doubt but that in some sections carnings have fallen off, but prior to the panic, if it may so be called, the earnings of nearly all the lines were larger than usual. There has been no extraordinary demoralization of rates, and altogether the railroad situation seemed unusually favorable. The trouble lies in Wall street, where the finances of the great railroad systems of the country are controlled. The manipulation in the past of stocks and bonds, by which valuable properties were burdened with enormous fixed charges for the benefit of speculators, and hundreds of millions of dollars of watered securities placed on the market, has compelled many roads to cut their expenses down to the lowest figure in order to keep them out of the hands of a receiver, and even this a number of them have not been able to do. In other words, employees are now made to suffer through their pocket-books in order that the interests of Wall street speculators may not be interfered with. With an honest indebtedness, few if any of the roads which have made reductions would have been obliged to do so. But with the vast sums required to meet interest charges on the fictitious indebtedness radical measures were required to cut down expenses and leave enough money to meet maturing obligations.

Ordinarily, with an easy money market, a railroad company can borrow money to meet a temporary emergency, but for the past few months this has been impossible and hence the reductions in wages.

But should labor be made to suffer that Wall street may grow fat and retain its spoils? Better a receivership or anything else than that honest labor should bear the burden that ought to fall upon the shoulders of those who are responsible for the situation. Unfortunately many companies have inherited their financial burden and the present owners are not entirely responsible, but even in these cases we believe that retrenchment could be made to better advantage in other directions than on salaries. Cut down forces if business is slack, but do not dishearten those remaining by reducing wages. It would be folly to argue that as large a working force is necessary when business is dull as it is in times of prosperity. If shops must be closed, train service cut down and construction stopped, necessarily the wage-workers in these departments will be obliged to remain idle or seek employment elsewhere. These are legitimate economies, but reductions in salaries strike direct at the

### Favors Boston for the Convention.

[Communicated.]

HAVE just received the August issue of THE STATION AGENT, and have noted with pleasure that the question of the time and place of our next annual convention is open for discussion. Your humble servant rises to remark that so far as he is concerned he favors Boston, Mass., as the place above all others: and as for the time anywhere from May 15 to June 15. My personal recollection of railway travel in this latitude is, that for all around comfort the first half of the month of June about strikes the happy medium between cold and hot weather. Another reason why I am in favor of Boston in preference to New Orleans is that, while I myself have never been south, being unfortunate enough to miss the Jacksonville convention, many of our members have been both south and west, while but few if any of them have been east, and now is the time to go. There are many points of interest in the east, a trip to which would be both entertaining and instructive. Who would not enjoy a trip through New Hampshire, the Switzerland of America? Boston is quickly and easily reached, and being the Hub of the universe, is the logical place for holding our convention. There are many historical places nearby to which side excursions could be made. For hospitality the people of Boston claim first place, and I am certain our members would be accorded courteous treatment. They have at hand all the means for supplying varied physical and mental recreation, and as caterers to the inner man are unexcelled. They do say that the sea breezes give one a wonderful appetite for brown bread and baked beans. Will our Yankee brothers arise and attest to the truth of this? But seriously, for reasons too numerous to mention, I am in favor of Boston. However, if that city does not prove to be the one selected, I stand ready to bow to the will of the majority. If anyone has any preference in the time and place for the convention let him speak now, or forever keep silent if the majority fail to select a place suitable to him.

COUPON.

### A New Identification Card.

Mo more fully carry out the objects of the Railway Agents' Association it has been decided, to furnish a card of identification to a brother's wife, mother, sister or daughters. The card will be especially prepared for this purpose, and may be had upon application to

the Grand Secretary through the local division secretary. If a member of the Grand Division apply to Grand Secretary direct. The card will be ready in a few weeks,—and the mother, sister or daughter of any brother in good standing will be entitled to one of these cards free, which will be good up to time advanced dues have been paid. I feel that these cards will be an advantage, and I hope that all who are entitled to them will avail themselves of the same.

A. M. NORTH, President.

### Equalization of Salaries.

E want every member of the association to have one of the pamphlets issued by the Grand Division on the subject of "Salaries in the Station Service." It ought to be in the hands of every agent in the country, and efficient missionary work for the association can be done by its judicious distribution among agents not affiliated with the association. Any number of copies will be furnished upon application to the grand secretary.

Agents on any line who desire to have this matter taken up on their road should apply to the grand secretary, who will furnish the necessary papers and information. who have clamored for action on the part of the association should bear in mind that they must do something themselves. The Railway Agents' Association does not believe in outside interference in the management of railroad companies. Neither this association nor any other organization has a right to dictate to or interfere between employer and employee, except to obtain legal redress, but it can advise and furnish means by which employees themselves will be enabled to correct abuses or secure reforms. If any member of association believes that this movement will better his condition and that of his fellow agent on the line of any road, or will improve the station service to the benefit of both hisemployers and himself, he should take up the matter at once, agitate it among the other agents on the line and set the ball rolling. No radical measures are contemplated, nor will they be tolerated or endorsed by the as-We simply advance a theory ssociation. which we feel will be successful in practice. and we want the matter discussed with a view of its adoption in some form or other, if deemed consistent.

Let us hear from all members who are interested in this subject.

World's Fair excursion, October 2, via. the Nickel Plate road. One fare. Superb new train service.

### Mr. Spencer Appointed Grand Treasurer

urer of the Grand Division were combined at the Jacksonville convention, its object was to expedite the work and avoid the red tape and tedions delays incident to having the offices separated when the two officials were located at different points. This difficulty has been removed by the appointment of Brother W. W. Spencer as assistant to the grand secretary and treasurer with headquarters in the same office. The following correspondence on the subject is self-explanatory:

CLEVELAND, O., Sept. 15, 1893.

Mr. A. M. North, President Grand Division,
R. A. A., New Castle, Pa.:

Dear Sir and Brother:—In order to separate the accounts of the secretary and treasurer of the Grand Division, and my duties will require me to be on the road in the interests of the association much of the time in the Tuture, I would suggest the advisability of accepting my resignation as treasurer of the Grand Division, and the appointment of Brother W. W. Spencer to the same office, to take effect this date.

Praternally yours,

R. W. WRIGHT.

NEW CASTLE, PA., Sept. 18, 1893. Mr. R. W. Wright, Sec'y and Treas., Grand Division, R. A. A., Cleveland. O.:

Dear Sir and Brother:—Replying to your favor of the 15th inst., I think the idea a good one and act on the suggestion at once. I have this day appointed Brother W. W. Spencer treasurer of the Grand Division to take effect at once-

A. M. NORTH.

NEW CASTLE, PA., Sept. 18, 1893,
Mr. W. W. Spencer, 445 Arcade, Cleveland, O.:
Dear Sir and Brother:—Brother Wright
having asked to be relieved of the duties of
treasurer of the Grand Division, you are hereby appointed to fill the vacancy in said office
until the next annual convention of the association. Fraternally yours,

A. M. NORTH, Pres. Grand Division.

This change is simply made for convenience in separating the accounts in the Grand Division office and will not affect the present state of affairs so far as remittance of dues are concerned. All reports and remittances will continue to be made as heretofore to the grand secretary, as in local divisions, the grand treasurer simply handling disbursements.

One fare to Chicago and return, via the Nickel Plate road Monday, October 2. Tickets good on all trains.

### Our Employment Bureau.

E will publish hereafter from mouth to month a list of members who desire employment in office or station work. All such members are requested to send in their applications to the grand secretary. A blank for this purpose will be furnished upon application. Members are requested to carefully scan this department and if they know of any opening to advise the grand secretary, who can put them in communication with good men. There are many times when some of our members desire efficient clerical assistance and they can benefit themselves and be of great assistance to the association if they will make an effort to secure such help from the ranks of the association. If you need a clerk or operator and know of a vacancy on your road, either present or prospective, remember your association, and [give a fellow member the first chance.

### Change in Pittsburgh Division.

MHE resignation of N. M. McGeary as secretary of Pittsburgh Division has been accepted, and the other officers of that division. in accordance with the policy of the assaciation, have agreed that it is for the best interests of all concerned that its members be taken into the Grand Division, for the time being at least. New certificates have been issued accordingly and all members are requested to send in their dues to this office if they have not already done so. It is proposed. to reorganize all the divisions in western Pennsylvania as soon as practicable and start in next year with a strong division which will be free from the responsibility of collecting dues, and will thus be enabled to attend toother matters affecting the interests of the members. Pittaburgh Division contains some of the best material in the state, and we want to see all its members in line in the Grand. Division.

### To Members of Illinois Division.

WING to circumstances which will be explained to all members by letter, dues will for the current half year at least, be collected through the office of the grand secretary and certificates and cards sent accordingly. Members of Illinois Division are requested, therefore, to remit the amount of their dues at once to the office of the grand secretary when traveling card for the current half year will be forwarded them. Unless this is done, it will be impossible for us to furnisi

Mr. Tucker as a hustler and a most genial representative is commendable.

Mr. D. G. Edwards resigned the position of general passenger and ticket agent of the Queen and Cresent to accept a similar position on the Cincinnati, Hamilton & Dayton Ry. Mr. W. C. Rinesason resigned as G. P. A. of the C. A. & C. R'y to take the yosition vacated by Mr. Edwards on the Q. C. Mr. Charles H. Rockwell has been appointed general passenger agent of the C. A. & C. in place of Mr. Rinesason.

Mr. John G. James has been appointed acting General Freight Agent of the L. S. & M. S. Ry. Mr. James has been with the L. S. & M. S. in the general freight department since 1876. in 1885 he was appointed Assistant General Freight Agent, which position he has held until his present appointment. Mr. James has been the recognized head of the department for many months, during the prolonged illness of Mr. McKay, and has earned promotion through years of loyal and energetic labor.

Mr. C. S. Lee, formerly general passenger agent of the Colorado Midland, has been appointed to the same position on the Lehigh Valley. We voice the sentiment of the many friends of Mr. Lee throughout the country in congratulating him on this deserved recognition of his ability. The ticket agents and the members of the R. A. A. will never forget the royal entertainment extended them when in convention at Denver, by Mr. Lee as general passenger agent of the Colorado Midland and we know they will bear in mind the fact that the Lehigh Valley is also a "senic line" and always has good accommodations for a few more passengers and room for some more merchandise, and that Mr. Lee will be pleased to meet them when they go his way.

### Ice Railway in Midway Plaisance.

THIS unique exhibit has been installed by the De La Vergne Refrigerating Machine Co. of New York City, and shows that in addition to refrigerating and ice making, skating rinks and amusements of this character can be produced by this system—direct expansion.

Midsummer sleighing on real snow is delightful, refreshing and exhilarating. The Ice Railway furnishes all this, and is a most pleasing and attractive novelty. It is located in the Midway Plaisance directly south of the great Ferris Wheel.

Send in your dues for the current half year?

### NOTES AND ANNOUNCEMENTS.

Texas legislature have passed laws urging the railroad commission to place a valuation on all railroad property in the state; also requiring all railroads to file with the commission profiles of the road-bed, etc.

President E. V. Debs, of the American Railroad Union, the new labor organization, expresses confidence that before the end of the year the Union will be the largest and most influential organization on the continent.

Superintendent R. F. Smith, of the voluntary relief department of the Penusylvania lines west of Pittsburgh, has just issued the bulletin and summary of benefits for the month of July. During the month, on the lines of Pennsylvania Company proper, accidental and natural deaths resulted in the disbursement of \$3,000 each; disablement by accident cost \$1,721.25, and by sickness \$2,458.80, a total of \$10.180.05. On the Pan Handle accidental benefits amounted to \$1,750, and natural deaths to \$1,250; accidental and disablement \$4.018.75, and sickness \$3.003, a total of \$11,-012.35, and a grand total of \$21,192.40. There were 139 cases of accident and 248 cases of illness continued into August.

Mr. G. M. Taylor, auditor of freight accounts for the Pennsylvania Railroad Company, died at his home at Atlantic City, July 26, 1893.

Mr. Taylor was over forty years associated with the above company and its affiliated lines, and was a vice-president of the American Association of Accounting Officers. In a letter to a mutual friend and co-laborer—Mr. R. H. Hill, of the L. S. & M. S. R'y-Mr. Tho. Edson, of the Michigan Central, most impressively says: "Deaths such as this, make us feel that the man next to us in the battle of life has fallen by our side. The intelligence made me sad the whole day long. In the afternoon I was out at one of our cemeteries, Woodmere. It was a quiet, peaceful spot, and I could not help thinking that poor Taylor was doubtless at rest in some such beautiful place. The thought came to me with much force and solemnity, 'who will be the next?' It is well we cannot pierce the future, and are content to live out the days of our allotted time; but the battle sometimes seems pretty fierce, and one could almost wish to be rid of the strife and be at rest. However, as Cardinal Newman says, 'one step is enough for We can also sing with him

'Till the night is gone
And with the morn those angel faces smile
Which we have long since loved and lor
awhile.'"

the official paper. Members are also requested to read carefully the article elsewhere in this issue on the failure of the local division plan.

### R. A. A. Notes.

Incidentally speaking, there is no time to be lost in paying your dues. See that they are sent in at once to your division secretary.

Be sure and read the circuiar letter of the Grand Secretary regarding the consolidation of local divisions. It contains much food for reflection

The recent notice by certain lines that all salaries above \$10,000 would be reduced 20 per cent. will be received with consternation by agents, who will, doubtless, in many cases be seriously affected by the cut.

If you are interested in the matter of salaries send for one of our pamphlets. Then if you want the matter taken up on your road, we can fusnish the necessary papers and assistance and the good work can go on.

J. W. Garber, one of our well-known members in southern Ohio, has been promoted from the chief clerkship of the B. & O. road at Bellaire to the position of freight agent. It is a well deserved recognition of ability and faithful service.

The papers issued monthly by Kansas and Missouri Divisions are improving with every issue, and are doing much good in keeping up the interest of members. Secretaries Bacon and McDaniel deserve much credit for their enterprise and hard work in this direction.

Brother Love, of Texas, makes a novel suggestion when he argues in favor of the appointment of a superintendent of agencies to whom agents will look direct for orders, instead of being at the beck and call of a host of "bosses" as now. Read his communication.

A meeting of Kentucky Division has been called at Hotel Victoria, Louisville, for Saturday, September 23. Secretary McLean sends out a strong circular, and we hope that it may have satisfactory results. Kentucky Division is the mother of the association, and a little more life is needed in its affairs.

The next meeting of Ohio Division will be held at Columbus, November 15. Arrangements will be announced. Members should realize the importance of attending these local meetings, as well as the benefit to be secured by such gatherings of workers in the same branch of the service. We hope to see a large attendance at Columbus.

Ex Grand President Harvey is now located at Atchison, Kan., as freight agent of the

Missouri Pacific, with which road he has been connected. Brother Harvey is one of the old war horses of the association, and his advancement in the service of the company has represents, is a source of gratification to his friends in the association.

The prospects of a grand convention in 1894 are growing brighter every day. The trip to New England will be one long to be remembered. See that your dues are paid now so that you may be among the lucky ones. No backsliders will be received after the first of next year without paying another initiation fee or all back dues.

Brother Chas. Collins, for some time past the efficient secretary of Texas Division, has has resigned that office and is succeeded by Brother H. A. Rumfelt, of Wilmer. The affairs of Texas Division have always been handled in the most satisfactory manner, and we have no doubt but that the new secretary will prove a worthy successor of the capable officers who have already filled the office.

### PERSONAL.

Mr. J. B. Emerson has been appointed station agent of the N. P. Ry at Sappington, Montana.

Mr. C. B. Kinnan eastern passenger agent of the Northern Pacific at New York City, has resigued.

Mr. Thomas Holker has been appointed station agent of the N. P. Ry company at Toston, Mont.

Mr. D. G. Edwards has been made the recipient of a solid silver service by the Queen & Crescent force.

Mr. G. R. Taylor has been appointed station agent of the Northern Pacific Railway at Wickes, Montana.

Mr. J. R. Williams has been appointed relief station agent of the N. P. Ry company at Bozeman, Montana.

Mr. D. H. Moses has retired from the position of passenger agent of the C., M. & St. P. Ry at Cleveland, Ohio.

Mr. W. J. Margrag has been appointed agent of the West Shore at Wemple Station on the Albany branch, vice H. W. Osborn.

Mr. Warren Lynch, formerly with the "Bee Line" at Cleveland, is now chief clerk of passenger traffic manager B. O. McCormick othe "Big Four."

Mr. C. H. Tucker has been appointed general agent of the Great Northern, at Cleveland, in charge of freight traffic. The selection of

Mr. Tucker as a hustler and a most genial representative is commendable.

Mr. D. G. Rdwards resigned the position of general passenger and ticket agent of the Queen and Cresent to accept a similar position on the Cincinnati, Hamilton & Dayton Ry. Mr. W. C. Rinesason resigned as G. P. A. of the C. A. & C. R'y to take the yosition vacated by Mr. Edwards on the Q. C. Mr. Charles H. Rockwell has been appointed general passenger agent of the C. A. & C. in place of Mr. Rinesason.

Mr. John G. James has been appointed acting General Freight Agent of the L. S. & M. S. Ry. Mr. James has been with the L. S. & M. S. in the general freight department since 1876. in 1885 he was appointed Assistant General Freight Agent, which position he has held until his present appointment. Mr. James has been the recognized head of the department for many months, during the prolonged illness of Mr. McKay, and has earned promotion through years of loyal and energetic labor.

Mr. C. S. Lee, formerly general passenger agent of the Colorado Midland, has been appointed to the same position on the Lehigh Valley. We voice the sentiment of the many friends of Mr. Lee throughout the country in congratulating him on this deserved recognition of his ability. The ticket agents and the members of the R. A. A. will never forget the royal entertainment extended them when in convention at Denver, by Mr. Lee as general passenger agent of the Colorado Midland and we know they will bear in mind the fact that the Lehigh Valley is also a "senic line" and always has good accommodations for a few more passengers and room for some more merchandise, and that Mr. Lee will be pleased to meet them when they go his way.

### Ice Railway in Midway Plaisance.

THIS unique exhibit has been installed by the De La Vergne Refrigerating Machine Co. of New York City, and shows that in addition to refrigerating and ice making, skating rinks and amusements of this character can be produced by this system—direct expansion.

Midsummer sleighing on real snow is delightful, refreshing and exhibitating. The Ice Railway furnishes all this, and is a most pleasing and attractive novelty. It is located in the Midway Plaisance directly south of the great Perris Wheel.

Send in your dues for the current half year?

### NOTES AND ANNOUNCEMENTS.

Texas legislature have passed laws urging the railroad commission to place a valuation on all railroad property in the state; also requiring all railroads to file with the commission profiles of the road-bed, etc.

President E. V. Debs, of the American Railroad Union, the new labor organization, expresses confidence that before the end of the year the Union will be the largest and most influential organization on the continent.

Superintendent R. F. Smith, of the voluntary relief department of the Penusylvania lines west of Pittsburgh, has just issued the bulletin and summary of benefits for the month of July. During the month, on the lines of Pennsylvania Company proper, accidental and natural deaths resulted in the disbursement of \$3,000 each; disablement by accident cost \$1,721.25, and by sickness \$2,458.80, a total of \$10,180.05. On the Pan Handle accidental benefits amounted to \$1,750, and natural deaths to \$1,250; accidental and disablement \$4,918.75, and sickness \$3,093, a total of \$11,-012.35, and a grand total of \$21,192.40. There were 139 cases of accident and 248 cases of illness continued into August.

Mr. G. M. Taylor, auditor of freight accounts for the Pennsylvania Railroad Company, died at his home at Atlantic City, July 26, 1893.

Mr. Taylor was over forty years associated with the above company and its affiliated lines, and was a vice-president of the American Association of Accounting Officers. In a letter to a mutual friend and co-laborer-Mr. R. H. Hill, of the L. S. & M. S. R'y-Mr. Tho. Edson, of the Michigan Central, most impressively says: "Deaths such as this, make us feel that the man next to us in the battle of life has fallen by our side. The intelligence made me sad the whole day long. In the afternoon I was out at one of our cemeteries, Woodmere. It was a quiet, peaceful spot, and I could not help thinking that poor Taylor was doubtless at rest in some such beautiful place. The thought came to me with much force and solemnity, 'who will be the next?' well we cannot pierce the future, and are content to live out the days of our allotted time; but the battle sometimes seems pretty fierce, and one could almost wish to be rid of the strife and be at rest. However, as Cardinal Newman says, 'one step is enough for me.' We can also sing with him

'Till the night is gone
And with the morn those angel faces smile
Which we have long since loved and lost
awhile.'"

politician and financier of Milwaukee, are the receivers for the Northern Pacific, owned, Ressed, and operated lines.

M. M. Knapp has been appointed division freight agent of the B. C. R. & N. R'y, with headquarters at Estherville, Ia. Mr. Knapp is coming up from the ranks and he merits every advancement.

Mr. C. Shields, whom rumor had chosen to go higher with the Great Northern, has instead left that company to resume the general superintendency of the Chicago Great Western which position he vacatad about a year ago.

### Reduction of Wages.

IT seems that every effort of railways to reduce expenses in times of depression meets with unwarranted opposition from labor organizations; as illustrations the following items from our exchanges have been selected:

"A general order was issued by the management of the Union Pacific, regulating the pay of employees according to the following schedule per month: On salaries from \$60 to \$100, 10 per cent.; \$100 to \$200, 12 per cent.; \$200 to \$500, 15 per cent.; over \$500, 20 per cent. The engineers do not take kindly to the cut and murmurs of a strike are heard in which even the engineers say they will have the support of the shopmen.

The heads of organized labor bodies have sent out propositions on the cut to be voted on at general meetings to be held, and until the result is known the exact feeling concerning the reduction cannot be ascertained."

It is learned that the Evansville & Terre Haute firemen, brakemen, switchmen and conductors have decided to object to the 10 per cent wage reduction. They are willing however, to loan the company 10 per cent. of their wages. The result of the engineers meeting will not be known until later. The company, it is said, will stand firm.

What the justification of employees may be in these or similar cases, reported in the columns of the press of the country almost daily, we are at loss to discover. There may be good and sufficient reason on the part of the employees in objecting, there may be no cause for the sweeping reducting but when every industry in the country is almost paralyzed and as every one presumes it effects the earnings of every railroad by reducing the volume of business and the receipts, it certainly seems to the "casual observer" that some equalizing adjustment of expenses must follow.

Again to "one at a distance" the proposed reduction of the Union Pacific system seems very just and equitable in that it places the burden heaviest upon the largest salaried employees and does not effect those under \$60 per month.

Whatever the conditions are which warrant the reductions in salaries or the objection thereto, and we presume a mixture of honor and selfishness on both sides, it seems demonstrated that something akin to a board of arbitration should be empowered to decide these matters that no one suffer wrong. It does not seem right that capital should be jeopardized and sacrificed, nor is it right that brain and muscle should be made the slave of that which it creates, money nor should the innocent be made to suffer on account of aggressive and combative selfishness.

The public stand like the peacemaker in times of combat and interposes its legislative arm, not always in favor of the most agrieved; most often, like the individual peacemaker of boyish quarrels, defending the weaker combatant, assuming a right of superior judgment and strength; but like the individual peacemaker the public honeatly endeavor to do the right thing in calm-judgement while the combatants in selfish passion are blind to fair reason.

### A Mote.

OMEONE has asked what right have the public to interfere with the railroads. While the railroad 'people are "picking the beam out of the public eye" we will point to a perceptible mote in the "right" eye of the railroads. Note the following clipping from the daily press:

"WASHINGTON, Aug. 3.—The secretary of the interior has approved of the Northern Pacific Railroad Co.'s clear list selections, No. 6, embracing 479,541 acres, lying within the limits of the grant located within the Spokane Fallis land district. The secretary has also approved clear lists, Nos. 4 and 5, embracing 70,966 acres, under the grant to the Florida Central and Peninsular Co."

There have been 'land grants and land grants" as well as other concessions. The above is only used as an illustration of a fact, not that the roads named have been especially selected by us, or favored by the Nation.

### Suppression of Information.

MHERE is a cloud of misunderstanding in the minds of railway men and the great public as to the reason for suppressing information to the press of the particulars of railway accidents. It seems to us an injustice to those who should know and an injury to the company who thereby assure grabled reports. It seems that the more liberal minded general officers have abandoned this mode of procedure long ago. There may be good and sufficient cause, and we should be pleased to place this matter in reason before our readers.

black, white and safety pins, a bag with a few buttons, small scissors and a celluloid thimble, the loss of which will not be regretted as a matter of value. A soap-box of tin or celluloid pays for itself in convenience many times. A sponge-bag of oil silk or of some rubberlined material can either be purchased or made cheaply. A whisk brush should be adjustably fastened to the interior of the bag, and thus equipped the traveler is proof against dirt and disordered apparel.

Take also an inexpensive black folding fan, and a pair of rubber overshoes, wrapped in some dark cotton material.

### EVERY-DAY SCIENCE.

If, says the Locomotive Engineers Journal; on the one hand, we have frequent cause for astonishment at the rapidity with which modern life is being transformed under the influence of scientific invention and discovery, we are, on the other, sometimes compelled to wonder at the extreme slowness with which certain useful and entirely practical reforms, plainly indicated by acknowledged scientific principles, are adopted by the public.

There is a law in these matters which has perhaps never been very clearly formulated, but which it would certainly be desirable to understand. The telephone makes its way everywhere, without pause or check, and the same is true of electric lighting and traction, while scientific cooking, though its general principles may be said to be fully established, lags painfully behind. That the latter is a matter of the utmost importance, economically and hygienically considered, needs no laborious demonstration; yet how to interest the public in it seems to be a most difficult problem.

People who go wild over the New Jerusalem of "Looking Backward" listen with cold indifference when it is explained to them how they can introduce here and now a most important amelioration in their own lives by economizing at once their worldly substance and the wear and tear of their physical organs.

The fact that the reform in question would be particularly beneficial to the so-called "working classes" fails to commend it to those who want a revolution or nothing.

It is probably the case that men in general are more interested in spending than in saving, just as they have more admiration to bestow on a great warrior than on a great philanthrophist; and that, consequently, inventions that represent and call for expendi-

ture are more attractive than those which simply promote economy.

More than one modern "improvement," we doubt not, has been adopted by many, as much from the pleasure of spending and—perhaps a more potent consideration still—of appearing to be able to spend the money required to procure it, as from a sense of its utility.

### THE CHURCH AND WOMAN'S RIGHTS.

Very funny are two resolutions passed at nearly the same time in two southern states. The southern Presbyterians in high and mighty convocation assembled at Macon. evolved from their inner consciousness a resolution that "the session must absolutely enforce the injuction of Scripture forbidding women to speak in churches, or in any way failing to observe that relative subordination to man which is taught in Corinthians XI, 13, and in other places." But suppose the women refuse to obey the southern Presbyterian ministers, what are they going to do about it? The other resolution is the prettiest companion piece to that of the Presbyterian preachers that you ever saw. It was passed by the Arkansas Woman Suffrage Association, and it reads: "Resolved. That as the churches are mainly made up and supported by women, we will use our influence against the employment of ministers who are opposed to our movement, and pray the Almighty Father to keep them from our midst." Against the intense and solemn prayers of an association of intelligent nineteenth century women and the dictum of a lot of antique hunkers that plant themselves on an 1,800-years-old utterance of that disgruntled widower Paul, who expressly disclaimed inspiration for some of his sayings in regard to women, which do you think will win? It is striking preachers exactly where they live when women resolve to support their churches no longer, and we could even wish that every minister who sets himself against the progress of our sex might be struck just so.

Mr. Plummer—"I just found my hat on the refrigerator. I wonder on what ridiculous thing I will find it next."

Mrs. Plummer—"Probably on your head, dear."

And Mrs. Plummer smiled sweetly as Mr. Plummer slammed the door and rushed down stairs.—*Economist*.

### A CURIOUS WEDDING CUSTOM.

The Mandingoes, who inhabit a tract of country in Africa, are strict Mohammedans in religion, but, curiously enough, they still retain many of the superstitions of the negro races from which they sprung. Consequently their marriage ceremony is a mixture of the two, and, although it is performed by a marabout or holy man in the mosque, it contains one very ridiculous element. Next in importance to the marabout is the bridegroom's sister, and when the ceremony reaches the point where the visible bond, usually typified in civilization by the ring, this sister steps forward, and in place of the ring presents the lady with a pair of trousers, which are immediately donned. The ceremony is concluded by a very mournful song sung by the champions of the bride, who then conduct her again to the home of her parents, as, owing to the extreme probability of one or the other retracing at any moment by reason of an unfavorable omen, no house is built until the ceremony is completed. Polygamy is the rule, but each wife has her own house to keep her from quarreling with the other wives. They are the most tyrannical wives in Africa, and, hating each other, band together against their husband and rule him with a rod of iron.

### HONOR THE DEAR OLD MOTHER.

Time has scattered the snowy flakes on her brow, plowed deep furrows on her cheek—but is she not sweet and beautiful now? The lips which have kissed many a hot tear from the childish cheek are the sweetest lips in all the world.

The eye is dim, yet it glows with the rapt radiance of a holy love which can never fade.

Oh, yes, she is a dear old mother.

Her sands of time are nearly run out, but feeble as she is they will go farther and reach down lower for you than any other on earth.

You cannot walk into midnight where she cannot see you; you cannot enter a prison whose bars shall keep her out; you can never mount a scaffold too high for her to reach that she may kiss and bless you.

In evidence of her deathless love, when the world shall despise and forsake you—when it leaves you by the wayside to die unnoticed, the dear old mother will gather you up in her feeble arms, carry you home and tell you of all your virtues until you almost forget that your soul is disfigured by vices.

Love her tenderly, and cheer her declining years with holy devotion.—The Bugle Call.

### Labor Troubles.

THE Railway World, touching the question of labor troubles, very aptly says:

Friction between employers and employed may be, at times, inevitable. The ideal state of society would probably furnish every qualified man with steady work at good wages. Under existing conditions, however, the law of supply and demand so operates that worthy men are frequently condemned to idleness, or compelled to accept, not what they actually merit, but what the business situation will permit. Railways, like other enterprises, feel the flow and ebb of commercial tides. Suspensions of new construction and reductions of force may be necessitated by financial stringency. Workingmen find in the homely adage that half a loaf is better than no bread, more sensible counsel than in the ravings of those who urge a strike for higher wages at times when business is dull, when prices are low, and when many concerns find it difficult to meet expenses. Collisions between those who pay wages and those who earn them are to be regretted. While labor troubles may afflict the world for years to come, enlightened reasoners view them as evils, less aggravated than wars. but partaking in some degree of the same character.

Efficient railway management appreciates the merits of those who operate its trains. guard its property, and look after its manifold interests. Voluntary relief associations have done much to provide for men whose hazardous occupations would have barred them out of many insurance societies. The plan of rewarding the veteran employee with a sum of money sufficient to insure him against privation has been warmly commended. Judicious promotion improves the morale of a service, and encourages those on the lower rungs of the ladder to regard the interests of the company as on a line with their own. The knowledge that a company has shared its prosperity with its employees goes far to preserve a spirit of loyalty in depressing seasons. If, as is generally conceded, a railway is like an army, the efficiency of an army has often been developed by consideration shown to the men in the The grievance-monger comes of a numerous family, but wise management can, in a large degree, neutralize his efforts.

If a military officer is known to have a mutiny in every command, his reputation suffers. His superiors quell the outbreaks, but they do not recommend his advancement. A railway whose employees are incessantly com-

plaining must not wonder if its policy be questioned. Brakemen, firemen, and engineers are not, as a rule, so delicate as to faint under hard work, or so indolent as to object to it. When they allege that repeated changes only add to their labor and shorten their hours of rest, people listen to them. Unnecessary restrictions may defeat their object. Employees habitually required to do work beyond their province may be so fatigued as to be unfitted for their accustomed duties. Ceaseless irritstion has a bad effect upon men, and strained relations are injurious to the company which seems to delight in provoking them. The historic juror found it difficult to convince the world that his eleven colleagues were obstinate. Companies that habitually furnish men with grievances lose prestige, and may even be accused of losing at the bunghole more than is saved at the spigot.

### The House of Never.

The house of Never is built, they say,
Just over the hills of the By-and-By;
Its gates are reached by a devious way,
Hidden from all but an angel's eye.
It winds about and in and out
The hills and dales to sever,
Ouce over the hills of the By-and-By
And you're lost in the house of Never.

The house of Never is filled with waits,
With just-in-a-minutes and pretty-acons;
The noise of their wings as they beat the gates
Comes back to earth in the afternoons,
When shadows fly across the sky
And rushes rude endeavor
To question the hills of the By-and-By,
As they ask for the house of Never.

The house of Never was built with tears;
And lost in the hills of the By-and-By
Are a million hopes and a million fears—
A baby's smiles and a woman's cry,
The winding way seems bright to-day.
Then darkness falls forever.
For over the hills of the By-and-By
Sorrow waits in the house of Never.
—Chicago Dispatch.

Wibble—"I'd like to know what reason you have for calling beer an aristocratic drink?" Wabble—"Well, it comes within the pail, is the chief reason."—Indianatolis Journal.

Peastraw — "How is your niece looking these days?" Barnes—" Just the same as usual —for a man."—Harper's Bazar.

"She sppeared to me like one woman in a thousand." "How so?" "I saw her at the bargain counter."—Detroit Tribune.

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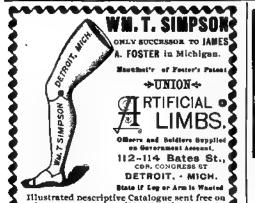
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# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General,

Vol. x.

OCTOBER, 1893.

No. 2.

#### ARBITRATION.

#### AS APPLIED TO BAILBOAD CORPORATIONS AND THEIR EMPLOYEES.

By KDWARD A. MOSELEY.

MHE tendency of industrial progress is to concentrate vast interests under common control, and the same conditions which have induced or compelled manufacturers and producers to sacrifice individual control and embrace the opportunity of combination have impelled labor to associate and organize for the protection and advancement of its interests. One result of this change from individual and independent conduct to unity of action and common direction has been to broaden the effect of disputes between the two parties to such an extent that provisions for their prompt and effectual settlement has become a public necessity and a public duty. What remedies will best accomplish this end is a question that has been agitating the ablest minds of Europe and America for so long that many have come to look upon its solution as hopeless. It is possible that we shall be compelled to abandon all search for a plan that will speedily heal ruptures between wagepayers and wage-earners generally, and, taking the classes of industrial pursuits separately, e. g., manufacture, mining, agriculture, etc., endeavor to provide such a method of labor disputes arising in each as may seem best suited, after careful and painstaking investigation, to the condition of the particular class of industry and the needs and rights of the parties. But whether in providing proper remedies we shall finally be forced into taking such specific and discriminating action or not, it is clear and conceded that as to one branch of industry, namely, railway transportation, the interest of the public in all that pertains to railway management makes it a third party to controversies between railway companies and their employees, and eliminates from our consideration the difficult preliminary question whether any interference with the contractual rights of employer and employee is \*Secretary of the Interstate Commerce Commission,

permissible at all. We have, therefore, full warrant for dealing directly and at once with labor questions arising on railways, and have only to determine upon and provide the most feasible and effectual plan of settlement.

One proposed method is arbitation. Another is to require the parties to subscribe to specific conditions in written contracts and leave questions of performances arising therefrom to the courts.

The defect in the latter suggestion is that it covers neither the real needs of labor nor the true interests of capital. Great strikes do not originate in breaches of contract. The prime cause of "the strike" is the refusal of one side to comply with demands made by the other. It is plain, therefore, that written contracts, however specific, however stringent, would do little toward abolishing strikes and lock-outs, for contracts must terminate, and those relating to labor cannot for obvious reasons be made to extend over long periods. Such agreements may be useful as far as they go, but we must seek relief on broader lines than compulsory contracts and judicial decrees requiring specific performance. must turn for light to the conditions which have changed the appropriate designation of a contest between capital and labor from that of an independent skirmish to a general eugagement. The day of small things in most branches of the industrial world is past. Agriculture, and that only because of its being inseparably connected with the rural home, stands alone as the one class of industry wherein the small holding is still the rule, notwithstanding the increasing power and force of great farming enterprises, operates to decrease net returns and consequently the value of the "homestead farm" year after year.

It matters little to labor how capital is owned; its vital interests lies in how it is applied. Comparing the present with fifty years

ago and considering the increase in the amount of capital in connection with the number of those who engage in labor, it is probably safe to assume that wealth invested in productive enterprises is as much divided now as then. But while investment by the owners of capital in such enterprises is direct, their control of its application is mainly indirect, because of the almost universal practice of massing industrial capital in the hands of corporations. thus operating enormously to decrease the number of employers in proportion to the employed. Therefore, while those who buy labor buy largely, the number of buyers being comparatively few, they enjoy all those immense advantages which accrue to the large dealer and which not infrequently amount to the power of dictation. The extent of the consolidation of capital and the constantly increasing tendency to such consolidation is familiar history. Opposed to and made necessary by this is unity of action on the part of labor. Acting generally on the defensive, with each advance of capital toward greater aggregation, labor has become more compactly organized, and the grievance of a trade, or of those employed in trade in a particular region, or an individual workman, has come to be resented by labor generally as a body and frequently been made the basis not only of a dispute and a strike, but a succession of strikes involving more than one kind of employment.

Combinations of capital and organizations of labor are created for exactly the same purpose, the protection and promotion of individual interests by collective action, and both are entitled to exactly the same degree of recognition. They represent the two great independent and interacting forces of industry. Overwhelming power in the hands of the first means unbearable opposition to the other, while extreme advantages conferred upon the latter would, if unwisely used, inflict ruin upon the former. Each side is governed by the dominant motive of self-incerest, and they should be placed and kept upon equal footing. To do this full recognition of labor organizations is essential. A corporation which has brain and sinew for its capital should be regarded as similar, in a legal sense, to a joint stock concern with a paid up money capital. This much I believe is due to labor in any branch of industry. Custom has done much in this direction already, for scales of wages are not infrequently fixed between employers and organizatione to which the employees belong. The idea has also been partially crystalized into law by state legislatures and by

Congress through the enactment of statutes providing for the incorporation of labor societies for purposes of improvement advancement, and protection of labor interests and individual rights, even going so far as to specify regulation of wages and hours. But such construction of these laws by the courts as would authorize combinations of labor to do that which the individual workman may lawfully do singly is lacking, and definite legislation would seem necessary to secure that end. Had the fully equipped labor corporation been an accomplished fact, with the right to treat with the mill owners in behalf of the men, the main fight would not have been over recognition of the labor organization and there is little doubt that the great strike and subsequent riot at Homestead, involving the loss of so many lives, would have been averted by submission of the matters in difference to arbitration or by some other peaceful means of settlement; with the further result of avoiding the substitution of thousands of immigrating laborers for those who, toiling there for years, had practically consecrated themselves to the particular industry and reared their families with a view of their engaging in a steady, reliable and remunerative employment, and even inheriting it. That contest had serious effect upon the relation of employers and employees throughout the land; an effect which was manifested by similar strikes. numerous disputes, threatening attitudes and mutual distrust. And the loss of business to the Carnegie mills caused by the widespread power of antagonistic labor employed in industries using iron products, and by general popular sympathy with the men, must have been enormous.

While much discussion of the relations of labor and capital generally should not be had in a paper limited to the consideration of a particular branch of industry, I cannot refrain from making some further observation upon this strike in the Carnegie mills. As before stated, a resort to arbitration would have averted the terrible disaster which ensued at Homestead and affected social order throughout the country. The course adopted had the usual result of transferring some phases of the contest to the courts; and in this instance the cases presented for judicial determination were of a criminal character. The original issue between the manufacturers and the men was in no wise presented for settlement by these proceedings. It could not be. Whenever the aid of the courts is invoked by either employer or employee, the action must rest upon some

grievance which the law takes cognizance of, and there is no law prohibiting employers from limiting the compensation of their workmen or discharging them from service, or which compells them to recognize labor organizations.

The assertion that "the powers of a court of equity are as vast and its processes and procedures as elastic as all the changing emergencies of increasing complex business relations and the protection of rights can demand." while it may be conceded to be correct in a general sense, cannot be relied upon as pointing out a way of settling disputes which relate to employment, except where some breach of legal duty occurs. This is forcibly illustrated by the recent trouble between the engineers and firemen and officers of the Toledo & Ann Arbor road. The fact that a strike occurred on that road was merely an incident in the court proceedings which afterwards took place. The fact that notification by the Chief of the Brotherhood of Engineers to members that "a strike was on" was alleged to have resulted in a refusal by engineers employed on other roads to move Toledo & Ann Arbor cars, and this was seized upon by the road as ground for legal proceedings. It was the effect of the action by the engineers and firemen and their chiefs which the courts took into account in allowing the temporary injunctions and deciding the proceedings for contempt. The fundamental cause of the trouble - the dispute between the Ann Arbor road and its men-was not and could not have been considered by the courts with a view to settlement. The effect of the decisions subsequently given was to create the mistaken belief in the popular mind that they settled the Ann Arbor strike in favor of the roads, though by many of those acquainted with the facts it is confidently asserted that the original wrong was entirely on the part of the management of the railroad company. Those decisions did nothing more than fine a man for contempt of court and treat the Brotherhood's Rule XII. They did not reach the core of the difficulty.

An important point considered in those decisions is that the movement of interstate commerce over connecting lines was interfered with, and I do not cite the decision now with any purpose to dissent from the view of the duty of carriers in this respect which was stated by the learned judges. On the contrary, I commend it. But is it not unfortunate that the emphatic assertion of this doctrine should be made in a case where the obstruction to traffic was alleged to result from an employee's

act, while prior decisions of other courts in treating the same question have almost entirely freed carriers from any duty whatever in the matter of facilities for receiving, forwarding, and delivering traffic to and from connecting lines? In other words, a section of the Interstate Commerce Act, the leading and plain purpose of which was to restrain the railroads from discriminating between connecting carriers in the handling and forwarding of freight, has been appealed to for the purpose of suppressing a strike on the part of the employees, a purpose which was wholly foreign to the end had in view by the legislators who enacted the law. Another leading object of the act and those who secured its passage, to wit, securing just and reasonable rates, has apparently been defeated in large measure by strained judicial interpretations. that under the law several combined roads are for certain purposes one line and for certain other purposes distinct and separate lines, at the election of the roads themselves. These several decisions enable carriers to evade the plain provisions of the law intended for the protection of the public and at the same stime invoke protection against their employees-a result clearly antagonistic to the spirit of the law and never contemplated by its framers.

It may be said in this connection that great feeling was aroused among the people over a report that a district judge had received free transportation by a carrier interested in order that he might issue the injunction prayed for by the carrier, and that this was accomplished at the private office of the complaining road without the knowledge of the men; and the query arises, if a judge, who for the purpose of holding court, travels over his circuit in palace coaches on free passes furnished by roads that are parties to suits before him, is wholly unbiased (and freedom from bias was doubtless the case in this instance) and competent to preside impartially over the trial of such suits, whether a juror should be held unfit to perform his duty in an impartial manner and the jury of which he is a member be discharged after a trial of long duration is almost concluded, simply because such juror had committed the impropriety of dining with a party to the case being tried? In other words, whether or not the fact that a juror has during the progress of a suit dined with one of the parties should be held conclusively to have biased his mind in favor of such party as to a question of fact, when riding in palace coaches as the guest and at the expense fof a railroad party to a suit, while on the way to the trial, does not (as all fair-minded men will admit) in the least influence the mind of a learned judge in favor of such road as to a question of law involved in the litigation?

But these decisions, and that of Judge Speer, rendered about the same time, did, if their application is not carefully limited. strike a blow at what had been considered one of labor's inalienable privileges, the right of a number of employees to leave their employ in a body at a particular time. It was held that Rule XII of the Brotherhood is illegal because its operation would be certain to interfere with and retard the movement of interstate traffic, and that action under the rule would and does amount to a combination or conspiracy in restraint of trade. Sudden enforcement of the rule by the Brotherhood might prevent transportation for the time being, and any well-founded construction of the law which insures the continuous carriage of traffic by railway carriers is to be upheld. The public is clearly entitled to demand that the flow of commerce shall be free from all restrictions, and in the matter of transportation common carriers are rightly held to a strict responsibility. It is equally clear that persons employed by the carrier in the business of transportation assume such limited responsibility as comes within the terms of their contract, and that they should not be permitted, either singly or collectively, to leave their employ without such warning to the carrier as will amount to reasonable notice of their intention so to do, thus affording the carrier fair opportunity to fill such impending vacancies in its working force. But notice given to a carrier by its engineers that on and after a certain date they will refuse to handle through traffic coming from or destined to a connesting road is clear and distinct advice to that earrier that if it will not consent to join in the refusal so to handle such traffic, except as local freight on its line, the contract of employment will terminate on the date mentioned; and if the time allowed is reasonable, it would hardly seem equitable to hold that Rule XII so applied is illegal. No one will assert that the railway employee's individual rights are impaired by the nature of his employment. He has only to fulfil his contract. always remembering that the public is a party thereto (entitled, however, to no more than reasonable treatment), and his responsibility ends. It is no part of his agreement with the carrier or the public that he shall not leave his work until his place is filled. That burden is on the carrier, and it is only entitled to reasonable notice of a prospective vacancy.

It is said in the case against Chief Arthuthat the strike on the Ann Arbor road was lawful because it was a combination " for the lawful purpose of selling the labor of those engaged in it for the highest price obtainable and on the best terms:" but that the em. plovees of the Lake Shore and other roads were not dissatisfied with the terms of their employment, and the act of these employees in combining to withhold their labor from them for the purpose of injuring the Ann Arbor road was unlawful. And it is further stated that herein is found the difference between the strike and the boycotte. If the premises are correct. I agree with this view: but are they? Were the employees of the Lake Shore road and others connecting with the Ann Arbor line satisfied with the terms of their employment? The engineers on all these lines belonged to a "brotherhood" legally organized for the protection and advancement of their interests, and the members of the organization had of their own free will and inclination established rules and by-laws and appointed officers to execute them. These members had agreed in effect that, in case of a "legal strike" of engineers upon a road, they would not be satisfied with the terms of their employment on connecting roads if their duties consisted in hauling cars in which the road on which the strike occurred was interested: and Arthur, the Chief, was by virtue of his office required to give notice of the strike. All this hardly seems to come within the term "boyeotte." Whether the engineers on the Lake Shore and other roads gave proper notice of their dissatisfaction with the changed conditions of their employment is another question, and one which I need not here discuss: but that Rule XII properly applied operates as a boycott I do not admit. Any one engineer working on the Lake Shore might lawfully have quit work under his contract at any time after his run was complete, and allege as a reason, his dissatisfaction with the terms of an employment which compelled him to haul the cars of a road whereon his brethren were engaged in a strike. If he can lawfully do this, what just grounds exist for restraining the chief of his organization from carrying out the will of himself and fellow members by notifying members of the organization when cause for dissatisfaction with their employment has arisen, and to act according to rules which they themselves have established? The legal maxim "that every man shall so use his own as not to injure the rights and property of another," cannot fairly be applied so as to compel men to remain an

undue length of time in distasteful employment, or to prevent them from using all reasonable means to have that employment made congenial or more profitable.

My purpose here is not to criticise the decision rendered by Judge Taft upon the facts set out in the Ann Arbor case, but to draw therefrom the distinction between legal and illegal acts of men in combination. The decision of Judge Billings in March last affords another illustration of this, because, while he was undoubtedly right in holding that the strike should not have included intimidation and violence whereby other workmen were deterred from entering into employment, he did not distinctly uphold the right of the men to act in concert in an orderly way for the purpose of securing better pay. Whether or net it was proper to include in such concert of action all the employed in the city of New Orleans need not be discussed here; perhaps it was not. But the provocation to such oction must be deemed severe if the statement in the call for the strike was true, namely, that the board of trade, merchants, boss draymen and weighers claimed to represent the employing power of the city, and asserted that they would not recognize unions or labor organizations in connection with their business, and would endeavor to prevent all employers from either employing or recognizing union men. If the conclusion of the Court that the acts of the New Oleans workmen constituted a combination in restraint of trade in violation of the anti-trust law is a correct construction of that law, it would seem that the joint action of employers in that city was just as clearly a combination in restraint of labor.

But I do not believe, if the question is eyer cleanly presented to the courts, that the antitrust law will be held to apply to labor organizations. There never was any need of so construing that law. Before its passage the revised statutes already contained comprehensive provisions against conspiracy. The law against trusts was not directed against labor unions; it was intended to restrain the establishment of oppressive combinations by those who, by reason of ownership, control the commerce of the country, and who by combination might perpetuate not temporary but continuing hardships upon the people. This law, in a word, was not calculated to repress the furtherance of individual rights even through collective action, but was designed to prevent increased prices and business monopoly. Another consideration arising out of a construction of the anti-trust law by Judge Riner of the United States District Court of Kansas is worthy of note. The ruling was that Congress did not intend to include interstate commerce carriers under the provisions of that law. If this is sound, and an unlawful restraint of trade cannot be brought about by a combination of these carriers, employees cannot be brought under the statute's ban. This court says the anti-trust law does not include every sort of combination; Judge Billings and others say it does. Which court has made a mistake?

When the object had in view is lawful, the restraint of trade may be an unavoidable incident of a strike of railway employees, but it is not the object. In such cases there is no wilful intent. It is a gross preversion of the law against trusts and monopolies to attempt to apply it in favor of railway corporations against their employees engaged in the attempt to maintain their mutual rights. It is turning against the people a weapon which was designed for their protection.

The recent decision of Judge Mitchel at St. Paul supports the view contended for in this paper. He decides that any man, unless under contract obligation, or unless his employment charges him with some public duty, has a right to refuse to work for or deal with any man or class of men he sees fit, and this right which one man may exercise singly any number of men may exercise jointly, and make similtaneous declaration of their choice.

The court further says: "This is the age of associations and unions in all departments of labor and business, for purposes of mutual benefit and protection. Confined to proper limits, they are not only lawful, but laudable. Carried beyond these limits they are liable to become dangerous agents of wrong and oppression. Beyond what limits these combinations can go without interfering with the legal rights of others is a problem which the courts will doubtless be frequently called to pass upon."

The Legislature of Michigan also acted in accordance with this view by adding the following acceptive clause to a law intended to protect railroad and other corporations and individuals from conspiracy, malice, etc.

"Section 9276. This act shall not be constructed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm, or individual, whether by concert action or otherwise." (See Howell's Annotated Statutes of 1882, Michigan.)

The trend of public sentiment is also shown in the passage last year by the Ohio

Legislature of the "Llewellyn Law," which is otherwise entitled "An act to protect employees and guarantee their right to belong to labor organizations," and makes violation thereof punishable by fine or imprisonent, or both.

Whatever may be practical in the way of maintaining the reciprocal relations of capital and labor generally, in my view are indispensible to the preventation of strikes on railways. One is the full recognition of railway labor societies as corporations. The other is the settlement of disputes between railway employer and railway employees by means of compulsory arbitration between the men represented by their labor organization as one party and the stockholders of the company represented by the railway corporation as the other party. We then obtain that quality of power and force which compels the essential requisites of friendly relation, respect, consideration and forbearance.

Disputes between employers and employees can be satisfactorily adjusted only upon the busis of fair concession and mutual advantage. The strict rules of law are wholly unapplicable to such controversies, and so far the only plan which appears to offer a solution of the difficulty is arbitration. It is not conceded to be practical to compel parties engaged in productive enterprises to accept arbitration, but that objection loses all its force when it is proposed to limit it to those engaged in railway transportation. The power of Congress to regulate commerce, including its transportation and the instrumentalities employed therein, is too well settled to need argument or citation of authority.

The propriety of this form of procedure is clearely recognized in the federal statutes. A law of Congress approved October 1, 1888. is entitled as follows: "An act to create boards of arbitration or commissions for settling controversies and differences between railroad corporations or other common carriers engaged in interstate and territorial transportatron of property or passengers and their employees. (Sup. to Rev. Stat. p 622). And its declared purpose is to settle "differences and controversies" which "may hinder, impede, obstruct, interrupt or affect such transportation of property or passengers." It provides, if the parties agree thereto, for the appointment of one arbitrator by each of the two parties, and for the selection of a third by the two thus chosen. The matters in dispute are to be submitted to the arbitrators at the nearest practical place to that at which the

difficulty originated, and the parties are to be fully heard and have the right to be represented by counsel. It is further provided that the fees and compensation of arbitrators (ten dollars a day) and those of clerks, stenographers, marshals and witnesses, are to be examined and certified by the United States District Indge and paid by and through the treasury department; but the maximum cost of any investigation shall not exceed \$5,000. Additional arbitration is provided for in the law by the appointment of two commissioners by the President, who, together with the Commissioner of Labor, shall constitute a temporary commission for the adjustment of any such difficulty, and the President may upon his own motion, or upon the application of one of the parties, or upon the application of the Executive of the State, tender the services of such a commission.

Congress also recognized the right of labor to organize and become incorporated for protection and advancement by enacting the statute of June 29, 1886, entitled "An act to authorize the incorporation of National Trades Unions," and some of the purposes for which a union is authorized are the regulation of wages and the hours and conditions of labor, and the protection of individual rights in the prosecution of their trade or trades. Fifteen states also have provided for the settlement of labor disputes by arbitration, while ten states recognize by law labor organizations.

It is clearly demonstrated, therefore, that labor has now a legal right to organize and combine and be represented through a common head, and that railway companies and their employees already have an arbitration procedure provided for them in case they see fit to embrace it. But additional legislation, which will give labor corporations full power to act for the men and which will make arbitration of disputes arising in railway work a compulsory process, in case such dirputes cannot be settled by negotiation, is necessary.

To make arbitration effective and just, the arbitrators should be drawn from the vicinage and with particular reference to the particular case. A man who knows nothing about the work involved is not qualified to decide the question. When the matter in controversy involves how many hours a man should work, what pay he should receive, or any of the questions which cause disputes between the employer and the employee, those questions should be considered by men familiar with the particular employment under consideration as with the needs and situation of the employer.

Such well informed persons are to be found in every locality, and when questions arise between employer and employees they are best qualified to decide what concessions are fair and what will redound to the mutal advantage of the parties. As a rule men who hold office for life or a defined term are unfit for such positions. A person to be a good arbitrator must be directly responsible in every case. Men who hold definate terms of office are placed in a position where they regard mankind as divided into classes, and they have, too often, but the instinct and sympathies of their " class." The ultra-conservative man, the man whose whole interest lies in maintaining the present order of things, is prone to look through the closed window of his richly furnished apartment, and in this refracted light and preverted view to imagine that he sees in workingmen passing by with blouse and dinner pail a member of the "dangerous classes." Arbitrators, on the other hand, should be men who know no class, but who represent the great sovereign whole. The utmost publicity should be given to such awards, and to attain this end the law regulating arbitration might contain provisions for a report by all boards of the awards made by them to the executive head of the government and for the formal and official promulgation by him of all awards so made.

Moreover, questions arising between employer and employee demand the most prompt method of settlement; and pending final settlement, the relations existing at the time the disputes arose should be maintained and the parties should bear their grievances patiently during that period and rely upon just and proper revision and adjustment by the board of arbitration. Another requisite is that the arbitrators should be permitted to provide for a continuance of the employment for a reasonable length of time after the award is made, and the parties should agree beforehand to be bound thereby. The writer, while a member of the Massachusetts Legislature, in 1886, introduced an arbitration bill which contained all of these features.

As above stated, the objection is often urged that boards of arbitration generally are not clothed with the power to enforce their awards. True, in one sense they have no such power—that is to say, not the visible, material power of a writ of execution backed by sheriff or marshall; but even then the award would impress the moral sense of the community and would in most cases be self-executory. And this is a distinguising mark [of the glory of our civilization and our form of government.

President Cleveland, in calling attention to the subject of labor disputes, recommended legistion which resulted in the "Arbitration Law" above mentioned. In his special message of April 22, 1886, he said:

"If such a Commission (of arbitration) were fairly organized, the risk of a loss of popular support and sympathy resulting from a refusal to submitt to so peaceful an instrumentality would constrain both parties to such disputes to invoke its interference and abide by its decisions.

"If the usefullness of such a commission is doubted because it might lack power to enforce its decisions, much encouragement is derived from the conceded good that has been accomplished by the railroad commissions which have been organized in many of the states, which, having little more than advisory power, have exerted a most salutory influence in the settlement of disputes between conflicting interests."

But so far as the settlement of disputes in which the public has direct interest is concerned, like those arising in the course of railway employment, Congress unquesionably has power to compel arbitration. The tendency of Congress to recognize labor organizations has already been shown. It is but a step further to provide that organizations of railway employees shall, when disputes arise with railway managers, file approved bonds with designated officials for and in behalf of the men, that they will abide by the decision of the board of arbitration; that the railway corporations shall likewise file similar bonds; and that awards made under such conditions shall be enforcible in the courts. The further objection urged against arbitration, that the individual employee is pecuniarily irresponsible, would by this method be removed. Let men join the organization and let the organization treat with the corporation.

Most men who go to law know more of their cases than the lawyers they employ, but how few will enter into a lawsuit without an attorney to present their cause! It is quite as necessary to the workingman to have an advocate. He is so handicapped by his subordinate position that he can neither lucidly nor concisely state his case, what he deems his wrongs to be, nor the redress he asks. The environment of the railway official is enough to abash him. It puts him ill at ease and disconcerts him. In the palmy days of the Reading road I knew a man, the head of a large business, coming from a long distance on important business, to sit three days in the anteroom of the palatial office of the president of the road before he had even an opportunit

"The capitalization of railways in New York, New Jersey, Delaware and Maryland averages over \$109,000 per mile. Those of the Pacific Slope are capitalized at \$37,104 per mile, while their valuation averages \$22,672 per mile. The railways of Iowa are capitalized at \$38,069 and assessed for purposes of taxation at \$5,189. Those of Illinois are capitalized at \$42,450 and assessed at \$7.863. Those of Nebraska are capitalized at \$40,172 and assessed \$5,829, and those of Kansas are capitalized at \$2.155 and assessed at \$6.505.

"The railroads of Iowa can to-day be duplicated for less than \$20,000 per mile.

" Excessive rates is not the only bad feature pertaining to private ownership. Unjust discriminations have also had a demoralizing effect in nearly every branch of trade. The summing up of a railroad manager before the Interstate Commerce Commission is as follows, and shows the utter worthlessness of that institution. It reads: 'Rates are demoralized, and neither shippers, passengers, railways nor the public in general are benefited. Certain shippers are allowed heavy rebates, while others are made to pay full rates. The management is dishonest on all sides, and there is not a road in the country that can be accused of living up to the Interstate Commerce law.' All business men will confirm that statement.

"All grain and lumber syndicates are allowed heavy rebates, while the 'small fish' are made to pay full rates. Does this not plainly demonstrate how railroads do more to foster monopolies and trusts than all else beside? It is simply a game of 'big fish eat the little fish.'

"If I am a grain dealer and annually ship 2,000,000 bushels of corn over one road and receive secret rebates for patronizing that road exclusively, is it not plain to you that I can pay the market price for grain plus the rebate and thus crowd other poor devils out of the business? It was so with the Standard Oil trust, as shown by the testimony before the Investigating Committee of the House of Representatives at Washington.

"Philip Armour, of the great meat trust at Chicago, is largely interested in railroad stocks and bonds, and it is only natural to conclude that he is allowed heavy rebates.

"Another bad feature is discrimination between cities. I was told by a prominent shipper at Tucson, Arizona, that in shipping from St. Louis to Tucson, over the Southern Pacific, he would have the car billed to Los Angeles, California, and re-billed to Tucson. The car would come directly through its destination and be taken 490 miles further west to Los Angeles and then re-billed to Tucson, thus being carried 980 miles farther and at a cheaper rate than had it been billed directly to Tucson. This is simply one of the many instances of unlawful discrimination shown to one city to the detriment of intervening cities and towns.

"The subsidized Pacific lines annually pay \$900,000 to the Pacific Mail Steamship Co. to forego competition and then rob the people of this sum two or three times over to recoupthemselves

"All this has but one tendency—to concentrate the wealth of this country into the hands of a monied aristocracy.

"Daniel Webster, in speaking of the accumulation of wealth and special legislation, said: 'The freest government cannot long endure where the tendency of the law is to create a rapid accumulation of property in the hands of the few, and to render the masses poor and dependent.'

"Webster's words have been verified, and to-day over half the wealth of the United States is owned by 25,000 people!

"How is that for a 'calamity howl?' It will take a good many howls to awaken the voters of America to a full knowledge of the present status of American liberty.

"The negligence and indifference of the average American voter to such questions is criminal, for it affects the welfare of future generations that are now helpless. Many far abler men than myself have proven that the government cannot control the railroad corporations, and it has been clearly shown, by as many more, that the railways do, to a great extent, control the government.

"What alternative is presented?

"The only final solution to my mind is government ownership and control. That they can be operated successfully and more economically is clearly proven by the examples of Russia, Austria, Australia, Hungary and Germany, all of whom own and operate their own roads. In Hungary one can ride at first class rates 478 miles for \$3 50. Third class fare is about 50 per cent. less.

"Competent railway authorities who have made careful estimates give the following estimates give the following items of expenditure by our railroads:

#### A VALUABLE TIME TABLE.

October 18q1

thought railroad property was being valued lower than other property. The increase on the Santa Fe system was greater than the increase on othes lines, for the same reason. The Santa Fe had been assessed lower in proportion to its real value than the other roads. If the railroad companies had not been paying their proportion of the taxes it was clearly the duty of the assessors to increase their valuation. It was simply an equalization of taxation which it was plainly their duty to bring about as nearly as possible.

The assessment of 1889 was \$57,866,232.57. In 1891 it was reduced to \$50,865,825.69. In 1893 it was raised to \$61,984,407.03, so you will see that while the increase from 1891 to 1893 if \$11,118,581.69, the increase from 1889 to 1893 is only \$4,118,174.46, or an increase of a little over 7 per cent. in four years.

As to the charge that the assessors "admitted the injustice of the increase but were doing it at the behest of their party," there is not a word of truth in it. Such statements are purely political clap-trap, as is the claim that it will result in bankrupting 60 or 70 counties and the closing of 400 schools. It is not likely that the railroads will attempt to avoid paying their taxes, but if they do it will not bankrupt a county, or close a school.

The people of these counties would be as reasonable in refusing to pay interest on bonds due the railroads as the road would be in refusing to pay taxes due the people.

The officials and citizens of Kansas are disposed to deal fairly with the railroads and with every other industry in the state. In return for this they are only asking fair treatment at the hands of the railroads. They realize that they need the roads and that the roads could not prosper very well without them.

In time the people of other states will learn that the citizens of Kansas who were admitted by everybody in 1890, and prior to that time, to be good, honest law abiding patriotic citizens, have not degenerated into repudiators or confiscators in 1892, as a certain class of newspapers have been trying to make it appear.

Very truly yours,

W. D. VINCENT.

Barber—How does the razor feel? Sufferer—It ought to feel pretty good; it has a strong pull.—Puck.

Elder Berry—I wish you would come to our church this evening; there is to be a union meeting. Joblots—What are you going to strike for—shorter hours.

Buffalo Ass'n of R. R. Superintendents.

Proceedings of a regular meeting of the Buffalo Association of Railroad Superintendents held in the Hotel Iroquois, Buffalo, New York, Thursday, September 21st, 1893, at 8:30 P. M. President C. A. Brunn presided, and the following members were present: C. A. Brunn, C. T. Dabney, John C. McKenna, G. A. Thompson, A. W. Johnston, J. H. Barrett, E. F. Kniblee.

The secretary read the minutes of the meeting held in June, there having been no meetings during July and August. Mr. Knibloe said the remark made by Mr. Barrett, and incorporated in the minutes, that the Brie frog was rather primitive, was not intended to mean just what it read.

Mr. Thompson.—I move that the remark be stricken out of the minutes, as it does not express the meaning of Mr. Barrett.

Seconded and carried.

Mr. Knibloe.—I move the minutes as now amended be adopted.

Seconded and carried.

Secretary read letter from Mr. Rossiter, in which he proposed as new members Mr. E. G. Russell, superintendent R. W. & O. R. R., and Mr. C. A. Beach, assistant superintendent, N. Y. C. & H. R. R. R. Mr. Dabney proposed Mr. J. P. Heindell, acting superintendent, W. N. Y. & P. R. R.

The secretary read letters of the Excursion Committee, thanking the New York Central Railroad, the Niagara Navigation Company and the Cltizens' Committee of Toronto for courtesies in connection with the annual excursion.

On motion of Mr. Dabney, the action of the president and the Excursion Committe in acknowledging the courtesies was approved.

Letters from Messrs. Niles, Prico and Watson were read, which expressed their regrets for being unable to attend this meeting. Also letter from the publisher of The Station Agent, in which the association were offered the privilege of using that paper's columns for such information and discussions as the association might wish to publish.

Mr. Barrett.—It seems to me it would be well to write the publisher, and say we would be glad to give him such information from time to time as we have to give out, and also advise him that all such matters are given to the columns of the Buffalo *Courier*, from which paper the items might be taken by him.

AGENT, so you can consider me a regular subscriber.

I am truly your friend,

DEAR SIR AND BROTHER.—I would have sent you amount earlier, but I have been sick. Enclosed \$2 co P. O. Please continue my STATION AGENT. I never forget an old friend, and I don't want my office to be without the old paper.

Yours fraternally,
I. M. K.

DEAR SIR AND FRIEND.—I have your notice that my subscription expires with July. I don't want it to expire until I expire. Enclosed find \$2.00.

I am as ever yours,

W. L.

#### OUR LEGAL DEPARTMENT.

IMPORTANT DECISIONS AFFECTING RAILROAD
INTERESTS.

SLEEPING CAR COMPANY—AGENTS—REFUSING TO SELL TICKETS FOR BERTH.—A sleeping car company is not a common carrier. Its cars are under the control of the railroad company, except as to the furnishings of lodging to those who may pay for it, and the agents of the railroad company are entitled to determine who shall occupy the sleeping cars as part of the train.

A passenger agent who was engaged in selling tickets both for railroad fare and for sleeping car berths refused to sell a sleeping car berth to a passenger on the ground that the latter had not a first-class ticket. Held, that in determining that the ticket was not first-class he acted as the agent of the railroad company and the sleeping car company was not responsible therefor, and that after having so determined he was justified in refusing the berth ticket as the agent of the sleeping car company. — [United States Circuit Court, Southern District of Mississippi, Lemon vs. Pullman Palace Car Company, 52 Federal Reporter, 262.

A LITTLE MEXICAN LAW.—The Railway World says: In Mexico a judge has fined a man for allowing his wife and two children to cross a railroad bridge, upon which bridge the said wife and children received bodily injury. The sufferers were guilty of trespass, and although the husband knew nothing of the affair until it was over, he is held to account for the aggression as the head of the family, and consequently responsible for the conduct of wife and children. If he did not know what they were doing, he ought to have known, and he must bear the consequences of the neglect

of his duty. There is a genuine, old-time conservatism in this view of the case which repeats with vigor the almost forgotten Miltonian doctrine of the awful rule and just supremacy of the man, who assumes to be of house and wife the band and stay.

DAMAGES FOR BLACKLISTING EMPLOYEE. -A publication by a railroad company of a list of employees discharged for cause, which is issued to prevent unsuitable men from being re-employed on other parts of the road, is a privileged communication; and though a person is named therein as discharged for incompetency, whereas in fact he voluntarily left the company's employment, he cannot recover damages unless express malice be shown. Where a brakeman thus wrongfully included in the list, went to the company's trainmaster who had hired him and called his attention to the injustice done him by the publication and the trainmaster, after investigation, gave him a written statement that he had not been discharged for incompetency, but had left the service of his own volition, and after this the company re-issued the publication, in which his name appeared as before, a verdict finding malice, and awarding damages will not be disturbed. - [Missouri Pac. R. Co. vs. Behee, Court of Civil Appeals of Texas, Jan. 10, 1893, 21 S. W. Rep. 384.

PASSENGER—REFUSAL TO SIGN TICKET.—A passenger having a contract ticket for passage over two connecting roads becomes a trespasser upon refusal to sign the ticket in accordance with the requirement contained therein.—[United States Court of Appeals, Southern Pacific R. Co. vs. Hamilton, 54 Federal Reporter, 468.

#### \$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surface of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they have offered One Hundred Dollars for any case that it fails to cure. Send for list of Testimonials. F. J. CHENNEY & Co., Toledo, O.

Sold by Druggists, 75c.

# RAILWAY AGENTS' ASSOCIATION APPLICATION FOR MEMBERSHIP.

Officers and Members of . . .

\$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of dues would be 42 cents less in each case, and so on for the year. Applications must be signed by two responsible citizens, preferably members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause your division, certify that he is a make an honorable capacity of your c a sanorable impression of the Railney Agents' Association, ¥2 · · · and .... Division: •

made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or

membership therein, I hereby apply for membership, under the furusdiction personally acquainted with the above applicant and , of temperate habits, and believe, if admitted, he will z General Constitution astron that, if accepted, I will support the State employed by Post Office Having received We, the undersigned, are persperson of good moral character, of member of the Association. al present I am said Association. and I do hereby Total, Enclosed Fees, ĕ Сомрану

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O

#### Notice.

LL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

#### A Letter and Its Answer.

MHE following correspondence between a member of one of our western divisions and the Grand Division will be read with interest, and is given here as it may answer some of the objections which other members entertain in their own minds, but which they have not laid before the association. The first letter is to the president of the local division. and was by him referred to the Grand Divi-

DEAR SIR.—Referring to your communication of 15th relative to my name being on the list in arrears, will say I had about made up my mind to drop out. I have been a close reader of our journal—our official organ. The general run of its editorial sounds to me like it was more of an official organ for presidents and general passenger agents than local ticket agents,—I refer principally to the commission business. If you will look back, it has been business. If you will look back, it has been dropped from the columns almost entirely. Another point, Mr. President, you will notice where the O. R. T. has a fight on hand with a road, that is the road that comes out in flying colors in the journal. Now, I do not belong to the O. R. T., but I do think, as far as possible, we should work with them, as to a great measure their interest is ours. I do not mean we should strike with them, but help them it every way we can in a conservative manner. think my ideas will agree with a great many other agents that are in the same fix. However, I will remit to cover my arrears. Yours,

CLEVELAND, O.

*M7*. ...... ...., ...., .....

DEAR SIR AND BROTHER.—President ....., of the ...... division, has referred to me your letter of June 20th. I am always glad to hear

be no exception from the general rule. Always in such cases there are people who will say 'that it cannot be done,' but do not deceive yourselves upon this point; a visit to our school will convince you that it can. We have agents now in the employ of railroad companies, graduates direct out of this school into active work, who are far superior to some agents who have been agents on the road for some time.

"The school is no experiment. Two years of experimenting with a thorough and complete equipage has demonstrated to the satisfaction of all concerned that it is practical.

"Our school is equipped with precisely the same equipment that you will find in any railroad station. The Western Union and the Wells Fargo Express companies also furnish us from their supply departments a full equipage of all their blanks, for as many different stations as we have on what we call our main line, just the same as they do their agents. The actual work is gone over daily, weekly and monthly, until thoroughly mastered by the pupil, and with as much precision, punctuality and regularity in the schools as would be required on the road, and a scholar is not graduated until they become as familiar with all the work required of a railroad station agent, and can make out their reports as accurate as if they had been in the employ of the company. This, of course, takes time, talent and much hard work.

"In the department of station work and telegraphy they will give 'a complete course, embracing railroad station work, telegraphy, express business, Western Union work, not by theory, but in this course we have for the use of the pupils the blanks, blank books, etc., used by the railroads, the Wells-Pargo and Western Union companies. We receive and dispatch freight, run trains, both freight and passenger, sell tickets, check baggage, make up daily, weekly and monthly reports, handle the different tariffs and supplements, etc., etc., and everything pertaining to an operator and railroad agent's duties. The students are held strictly accountable in the performance of all their duties."

Secretary Bacon in commenting upon this delectable enterprise says:

"The above article headed as above has appeared in a recent issue of the Wichita Eagle. The article explains itself fully to every member of our association. This is only another of the many alleged schools where the work of the station agent is taught. (?) Every one of our members is fully aware of the class of men turned out by these schools, and they should make it their duty to see that the public, and the young men who may be their victims in particular, are fully posted in regard to them. In this we can fully rely on the assistance of our friends of the O. R. T. to which order the article so kindly (?) refers. Let every member do his duty in this respect."

Subscribe for THE STATION AGENT.

#### Cheering Words From Officials.

MHE cordial support which the Railway Agents' Association is receiving from officials in the traffic departments is a most encouraging proof of the solidity of our position and the progress of our cause. years ago our organization was practically unknown among officials. We were without a definite policy and apparently without hope of ever accomplishing anything except by resource to the methods of other organizations. To-day, we have firmly entrenched ourselves in a position which will make us one of the most influential organizations in the country. if the policy is adhered to and supported by members, while there are few officials in the country, particularly those at the head of the traffic departments of the leading lines, who have not acquainted themselves with the Association and endorsed its policy. The Railway Agents' Association believes in as close affiliation as possible between the station service and the traffic department. Our policy has strongly emphasized this point. agents are the revenue earners of the service. and as such should be more directly under the personal control and supervision of the officials who have traffic of the companies. There is nothing anarchistic in such a policy. and it has met with the general approval of officials of all classes. A short time since the association determined to present honorary memberships to all the general passenger and freight agents, traffic managers and others officials connected with the traffic depart-

The result has been highly gratifying and the replies from officials indicate that our superior officers are heartily in accord with our objects and policy, and that we are working on the right basis. We give below a few letters which we have received from those officials who have accepted the honorary membership tendered them. Comment is unnecessary, but the kindly and encouraging sentiments from these gentlemen will be a source of personal gratification to every member of the association:

New York & New England Railroad Co., General Passenger Agents' Office, Boston, Mass, Aug. 18th, '93. Mr. R. W. Wright,

Grand Sec'y R. A. A, Cleveland, O.
DEAR SIR: - Answering your favor of the
9th inst., just received on account of my absence from office, I beg to thank you for
courtesy done me in making me an honorary
member of your association, which I accept
with pleasure.

Yours very truly, W. R. BABCOCK, Gen'l Pass. Agt.

Hartel, ex-ticket agent at Tyler, is relieving R. C. Grav. ticket agent at New Braunfels. J. M. Daniel, agent at Overton, and J. H. Daniel, agent at Waverly, are off for a two months' visit to friends and relatives in New York. Colie McKay, agent at Troupe, and W. R. Setties, agent at lacksonville, have returned from the World's Pair; both report a very enjoyable trip. T. D. Coupland, agent at Phelps, is being relieved by J. O. McGar, chief clerk at Huntsville. W. Y. Barr, agent at Huntsville, has just returned from an extended trip north. J. B. Valentine has been promoted from Grapeland to Crockett, as local freight agent, vice A. J. Leighty, resigned. J. W. Stevens promoted from Elkhart to Grapeland, and the agency at Elkhart given to Operator Neel.

Yours in F., J. and F.,

H. A. RUMPELT.

NEW CASTLE DIVISION .- W. J. Maurice, of the P. & L. E., Struthers, O., and H. P. Gardner, of the P. & W., Allegheny, Pa., are just back from viewing the wonders at the World's Fair. O. J. Hammon, of the P. & W., Allegheny, has returned from an extended trip 'hrough the west. The P. & L. E. R. R. are furnishing their employees with free tickets to Chicago and return, and good for ten days. B. C. Vaughn, of Ashtabula, has been appointed T. P. A of the P. & L. E., with headquarters at Pittsburg. Indications are that all vacancies in the passenger department of the P. & L. R. will be filled from the L. S. & M. S. instead of going to deserving men on the P. & L. E. The P. & W. pay car was out on the 23d of September and paid for June.

D. F. RICHARDS.

#### Stand by the Company.

MHESE are hard times. Business is dull. Money is scarce. Work hard to find. Everybody complaining more or less from the stringency of the times. The railroad companies feel the effects of this business stagnation and are hard pressed to meet the constant demands of actual expenditures. Some roads are running behind in the payment of salaries to their employees; all are cutting expenses by dropping numbers of employees from the pay roll, and by discontinuing train service on their branches, and even extending to the main lines in several instances. Every indication points to the fact that railroad companies are having a hard time. Is it not the duty of every employee to stand by his company during such a time as this? I believe every railroad agent should exert himself in a

fuller measure than ever before, to rustle for business, to use economy in station service, and in various ways protect the company's interests, that no leakage of revenue may occur at his station.

The railroad company pays its agents a fixed salary, or one based on the business of the station, and expects good service rendered in return. And we as loyal, honest men should be willing to render an equivalent in return, in the way of honest, faithful service.

The reason agents and other employees of the railroads in our country do not get better salaries to-day, is because so many are not worth the salaries they now receive, their main object each month is to hold their position so they can draw their pay. If agents were efficient they would raise the standard of service and thereby raise the value of their services. And now at this particular time in the crisis of railroad companies and all business enterprises, let every agent be faithful to his trusts, earnest in his efforts, diligent in business, showing his employers by his enterprise that he merits something beyond his present routine work and can be relied upon when men of character and ability are needed as they will be, and ore needed every day in business life.-H L P. in the Kansas Railway Agent.

### The R. A. A. Badge.

CONSIDERABLE dissatisfaction having been expressed in regard to the old badge of the association on account of the blindness of the design, the

Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors—gold, blue, and white—and makes a beautiful emblem. Buttons will be furnished to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. Every member should have one of these emblems.

#### The New Route to the Pacific.

The completion of the Soo-Pscific route to the Pscific coast is an event of transcendent importance. This new route trends northwesterly from Minnespolis to its junction with the Canadian Pscific, and while shortening the time and distance to the Pscific Ocean, it traverses one of the richest agricultural districts of the great northwest.

We call the attention of our readers, especially the agents, to their advertisement in this issue.

The train left Adrian for Toledo at 7 P. M., and worked its way along over the ice-covered track until we got out of wood and water. when we picked up sticks in the woods and replenished the fire, and with pails dipped up water from the ditches and fed the boiler, and made another run toward Toledo. Passing Sylvania we got the train to a point four miles from Toledo, when, being again out of steam. wood and water, we came to the conclusion that it would be easier to foot it the rest of the way, than to try to get the train along any farther. So we left the locomotive and cars standing on the track, and walked into the city, reaching here about 2:30 A. M. I was rather lame and sore from contact with the "snake-head," but gratified that we were en-joying the "modern improvement"—railway M. BRIGHAM.

Toledo, January 13, 1882.

The advertisement of the road was as follows:

Toledo to Adrian-33 miles-and return the same day! TO EMIGRANTS AND TRAVELERS.

The Eric and Kalamazoo Railroad is now in full operation between

### TOLEDO AND ADRIAN!

During the ensuing season trains of cars will run daily to Adrian, there connecting with a line of Stages for the West, Michigan City, Chicago and Wisconsin

Territory.

Emigrants and others destined for Indiana, Illinois and the Western part of Michigan

### Will Save Two Days 1991

and the corresponding expense, by taking this route in preference to the more lengthened, tedious and expensive route heretofore traveled.

All baggage at the risk of the owners.

HDWARD BISSELL, Commissioners W. P. DANIELS, GEORGE CRANE, Co.

A. HUGHES, Superintendent Western Stage Company.

This little road had a "soft thing" for two or three years, and earned 15 to 20 per cent. upon its moderate cost, \$257,659, or \$7,308 per mile.

The road earned in 1837 ......\$55,821 Expenses 25 per cent..... 14,181

Net ...... \$41,640

By the construction by the State of Michigan of the rival road, the Michigan Southern, and a division of the business, the Erie & Kalamazoo was bankrupted-thrown into a receiver's hands, and finally reorganized and leased to its hated rival in 1849.

Competition and human nature fifty years ago were very much the same as to-day, as illustrated by the following copy of a little hand bill issued in 1842, when the fight between the two roads was very bitter. The drive about accidents, printed in italics, was a little personal, as the man who made up the entire congregation of a church on a rainy Sunday, said about the sermon. "Other roads" meant, of course, the Erie & Kalamazoo.

### 1842.

# SEASON ARRANGEMENTS.

### MICHIGAN

## SOUTHERN RAILROAD.

FROM MONROE TO ADRIAN.

The most direct, expeditious and Safest Route.

The public are respectfully notified that the SOUTHERN RAILEOAD in now in complete operation from Monroe to Adrian; and being well furnished with Locomotives, Passenger and Freight Cars, will transport Freight and Passengers safer, cheaper and more expeditiously than any other road in competition.

This road was built by the State of Michigan. at an expense of

Four hundred thousand dollars and in its construction is not surpassed by any in the United States.

### PASSENCERS

Going to Illinois, Indiana, Wisconsin, Iowa and Western, Southern, or Central parts of Michigan, will preceive, by referring to the Map, that no Public thoroughfare is so direct for them as the

#### RAILROAD. SOUTHERN

Great care is taken in keeping this Road in good repair, thereby avoiding accidents similar to those occurring upon other roads almost daily, jeopardizing "life and limb."

### STEAMBOATS

Are running from MONROE TO BUFFALO in connection with the Cars upon this Road.

STAGES, CARRIAGES, WAGONS, ETC.

Are always in attendance to convey Goods and Passengers to any direction from Adrian.

Passengers passing over this Road will be met at the boats by Railroad Cars, and conveyed to the Depot, and from the Depot to the Boats without charge.

Cars leave Monroe daily for Adrian, Sundays excepted, at 8 o'clock A. M. and leave Adrian for Monroe at 2 o'clock P. M. Running time 24 hours.

The public may rely upon statements here made, and their patronage is respectfully solicited.

### J. H. CLEVELAND,

Superintendent S. R. R. July, 1842.

Rob't D. Foy, Printer, 159 Main st., Buffalo.

#### RMPLOVERS.

The total number of employees in the service of railways on June 30, 1892, was 821,415, being an increase of 37,130 over the previous year. Assuming an increase in the total number of inhabitants during the year of 1,250,000 it appears that the ratio of increase in railway employees to the increase in population was I to 34. The ratio of total railway employees to total number of inhabitants was I to 79. The railway industry makes each year larger demands upon the labor of the people. It is significant, however, to notice that the most of the increase in railway employment is confined to Groups I, II, III, VI, and X, that is to say, to the territory east of the Missippi and north of the Ohio rivers and to the Pacific slope. In Groups IV and VIII there has been only a slight increase, while Groups V, VII, and IX show small decreases in the number of men employed by railways.

#### CAPITALIZATION AND VALUATION.

The capitalization of the 162,397.30 miles covered by the report was, on June 30, 1892, \$10,226,748,134. Of this amount \$4 633,108,763 were represented by stocks and \$5,053,038,050 by funded debt. Mortgage bonds amounted to \$4,302 570,933 as compared with \$4,081,621,-675 for the previous year. The above figures show an increase in capitalization during the year 1892 of \$397,273,119. In view of the slight activity in railway construction, this increase in capitalization is worthy of especial notice. In large measure it is due to investments by large corporations in minor companies and to reorganization. In quite a number of cases, also, stock dividends or their equivalents have been issued. Of the total stocks and bonds outstanding, the railway corporations on June 30, 1892, held as their corporate property \$1,-391,457,053, being an increase of \$108,531,337 over the previous year. Nearly one-fourth of the total railway stocks outstanding are the property of railway companies. The amount of stock paying no dividends during the year was \$2,807,403,326, or 60.60 per cent. of the total amount of stock. The aggregate amount paid in dividends was \$97,614,745, being an increase for the year covered by the report of \$6,496,832. The amount of funded debt, exclusive of equipment trust obligations, paying no interest was \$777,719,420, or 15.56 per cent. of the total amount outstanding.

#### PUBLIC SERVICE.

The total number of passengers carried by the railways during the year was 560,958,211. Passenger mileage during the year was 13,362,-898,299, and passenger train mileage 317,538,- 833. The average journey per passenger was 23.82 miles, and the average number of passengers per train for each mile run was 42. The number of tons of freight-reported by the railways as carried during the year was 706,555,471. Ton mileage was 88,241,050,225. Accepting these figures, it appears that the average haul per ton was 124.89 miles. The freight train mileage during the year was 485,402 369, and the average number of tons per train for each mile run was 181,79 tons.

### EARNINGS AND EXPENSES.

The gross earnings from operation of railways during the year ending June 30, 1892, were \$1,171,407,343. The operating expenses were \$780,997,996. From this it appears that the net earnings from operation of railways were \$390,409 347. The income to the railways from investments was \$141,960,782, making with the net income from operation an aggregate of \$532,370,129. The fixed charges during the year amounted to \$416,404,938, leaving a net income available for dividends of \$115,965,-191. Of this amount \$97 614,745 were paid in dividends and \$4,314,390 in other payments from net income, leaving a surplus over operations during the year of \$14,036,056. The full report contains an income account for each of the ten territorial groups into which the railways of the country are divided, and shows great diversity in the results of operation. Thus, the income account of six out of the ten territorial groups shows a deficit instead of a surplus. These groups cover the territory lying south of the Ohio and west of the Mississippi and Missouri rivers. The passenger revenue for the railways of the country during the year was \$286,895,708. The receipts from mail service were \$26,861,143, and from the express companies were \$22,148,988. The freight revenue during the year amounted to \$799,316,-042.

#### RAILWAY ACCIDENTS.

The number of railway employees killed during the year covered by the report was 2,554, being less than the number killed during the previous year. The number of employees injured, however, was in excess of the number injured during the previous year, being 28,267. The number of passengers killed was largely in excess of the number killed during the previous year, being 376 in 1892 as against 293 in 1891; while the number of passengers injured was 3,227 in 1892, as against 2,972 in 1891. An assignment of casualties to the opportunity offered for accidents shows 1 employee to have been killed for every 322 employeees, and one employee to have been in-

### The Proper Attitude of Railway Corporations Toward Labor Organizations.

By H. S. HAINES, President American Railway Association.

MRR dominant purpose of the American Railway Association is the development and solution of problems relating to railroad management in the mutual interest of the railway companies of America. Some of the problems which have been before the association it has solved definitely, others tentatively. Some of them were capable of but one solution, others have presented themselves in different aspects according to the point of view and varying with the current of events and of opinions. Those which were simple and urgent it attempted first, but with increasing experience and with improved methods, and perhaps encouraged by the favorable reception accorded to its work, it has gradually broadened its scope to include yet graver questions of management and of operation. Such a subject is now engaging its attention in the establishment and endorsement of proper rules and signals for block signals and for interlocking switches, and the expectant attitude of those interested indicates the importance which is now attached to its conclusions. This fact is appreciated by the members of the Joint Committee which has the matter in hand. It has intensified their sense of responsibility and their anxiety that their report should be adequate to our expectations. It has been usual with our committees in the investigation of any subject to ascertain the practice of each member of the association and then to recommend that course which corresponds to the generally prevailing opinion. But in this particular matter something more has seemed to be necessary. There has been occasion to harmonize conflicting views, to clear away by discussion and debate differing conceptions as to fundamental principles, and as the subject developed, it became evident that the whole question would have to be treated more with reference to what would be required in the immediate future, than to what had been the practice in the past.

It is not my intention to forestall the report of the Joint Committee, nor to outline its purposes, but rather to impress upon you the difficulties it has had to encounter in the development of the problem which it is expected to solve. For the development of a problem is a process necessary to its solution, and if a fault confessed is half remedied, so a problem half developed is half solved.

Something of this idea I have in mind in thinking over certain problems connected with railroad management which are still ahead of us, and not so far ahead of us either but that they are looming up before us, assuming portentous magnitude. Concerning one of them I propose to speak to you to-day; one which a few years ago could only be mentioned with bated breath in official circles, but which now is not merely in our minds, but on our tongues, so that I feel that no further apology is required in introducing the subject here.

That problem is the proper attitude of railroad corporations toward labor organizations. and that I may speak my mind freely, I will remind you that I am speaking for myself and not as an official representative of this association. I will speak the more freely, because I reserve the privilege of modifying hereafter the views that I may now express. For this is one of those problems to which I have already referred as presenting themselves in different aspects, according to the point of view and varying with the current of events and of opinions. It is also one not to be handled gingerly and timorously, if it is to be treated instructively, but it must be grasped firmly as one would grasp a thistle to prevent unnecessary irritation. And I shall devote myself rather to the development than to the solution of this problem.

It is not a novel one in its elementary features. It is no new thing for the workman to be dissatisfied with the terms and conditions of his service. Such dissatisfaction dates back to the time when the Israelites refused to make bricks for the Egyptians without straw. But those were slaves, and so the workingmen continued to be slaves down to the Middle Ages. when in France and England they revolted against their oppressors, to be put down by force. It was only through violence and turmoil that they obtained some measures of relief, and the artisan and the laborer continued in a more or less pronounced condition of servitude, even in the most civilized countries of Europe, until the last restraints of bondage were consumed in the fires of the French Revolution. Those who would harshly criticise the efforts of European workmen to join in measures of self-protection should not forget the centuries of wrongs which they had to endure. Because they had been greatly sinned against much must be forgiven them. But it may be asked what has all this to do with this country? Workingmen here have never had to pass through such ordeals or to submit +

line of least resistance, and refrain from doing that which his judgment recommends and justice demands—to make the reduction in wages bear in like proportion on all, or, if favoring any, to favor those who receive the least. But this you will not do. The reduction which must be made falls on those who are least able to resist, because they are without organization, upon clerks and track men and unskilled laborers. I am not criticising you unkindly for this. I am stating a fact which you know to be true as well as they do. and you do this because you can find no other relief. But as time goes on these classes of employees, spurred to it by their own misfortunes and by witnessing the advantages which others have gained by organization, will organize themselves. Then where will the axe of retrenchment fall? That will be for you to determine, and you will be brought face to face with that problem, if the decrease in the rate per ton mile is to continue. You must appeal to the traffic management to refrain from that foolish competition which ignores the cost of the service performed, and not until they recognize the necessity for so doing may you hope to arrest this crisis toward which the most of our railroad mileage is tending, and which, when it does come, falls upon those responsible for the operations of the road. If they will not heed to your appeals, then you should plainly put the matter before your executive officers and place the responsibility where it. belongs. It is a matter in which you should make common cause, those who are managing prosperous roads as well as those who are not, for sooner or later you will all have to drink of the same bitter cup if measures be not taken in time to avoid it. Having developed my problem to its last bitter elements, I may be expected to suggest a solution, but it is one thing to develop a problem and another to solve it. The one is laying open the hidden cause of disease, the other is to apply the proper remedy. The one needs but a knowledge of the anatomy of the subject and a steady hand, the other requires a power of forecast, of following out the probable results of possible policies, which is given to few men, whether surgeons or railroad administrators.

What then I may offer in the way of a solution is presented with less confidence than has sustained me in the development of this subject. While as to the one I might withstand adverse criticism, as to the other I might be disposed to yield. But I think that there are certain conditions affecting the attitude of railroad corporations to labor organizations

which are of so peculiar a character as to separate this branch of the subject from those relating to ordinary industrial enterprises. It is not a matter of manufacturing, selling and buying goods. It is a matter of performing a public service which affects every man. woman and child in the land to such an extent that railroad transportation is properly looked upon as a question of public welfare. a matter which has been aided by the sovereign power by loans and donations, by special legislation, and by the exercise of the right of eminent domain. In return for this aid the corporations are burdened with obligations which they cannot evade and which render them powerless to resist the demands of their employes when efficiently organized. To the demand of these organizations neither the laws nor public opinion set any limits so long as they are not enforced by violence. Yet there is a public demand for lower rates which the traffic officials do not firmly resist.

The decrease in the rate per ton mile and the increase in the cost per ton mile cannot go on together indefinitely; one or the other must cease. Either it is to the public interest to have cheaper rates and lower wages or to have higher wages and dearer rates.

The public interest lies in the better and safer, rather than in cheaper service, and a minute advance in the charge for that service, an advance so small that if divided among the millions of transactions for which the corporporation is paid would yield a fund sufficient to insure fair wages to every railroad employe and reasonable dividends to every stockholder. For both stockholder and employe are paid from the same fund, and it is not to be expected that the railroad system of this country can be extended to meet the demands of a growing country and increasing numbers of employes continue to receive full wages, unless capital so invested has a prospect of a reasonable return.

But if this were recognized as reasonable, that the compensation should be sufficient for fair wages and for reasonable dividends, what has the public a righr to expect? Certainly that the service shall be continuous and efficient, that it shall not be interrupted by disputes between employer and employe. It may with justice insist upon a rational adjustment of such differences, and if a way can be pointed out by which it can with propriety intervene, its assistance might be counted on for such a purpose.

The proper way to adject such differences is by agreement, by an agreement between contracting parties competent and responsi-

ble. As to the competency and responsibility of one party, the railroad company, there is no doubt; but as to the other, the employe, he as a individual possesses neither qualification. As well stand on the river's brink and seek to enter into an agreement with the current swiftly flowing by, a constant succession of drops of water, as to make a contract with a changing force of men, coming and going as each sees fit.

The very organizations which they have made for self-protection may be made the means for enforcing their contract obligations. To this end, they should be duly incorporated under such restrictions as will ensure their legal competency to contract on behalf of their members. The responsibility of keeping these contracts will then rest with their inincorporated organizations, which can, by assessment, accumulate a fund that can be invested safely where it can be reached in a suit for damages for breach of contract. There will then he no voluntary arbitration to be viewed askance by bench and bar, but the same legal procedures will be available to secure an observance of contract relations between railroad corporations and workmen's corporations that apply to other business contracts. The legal recognition of such agreements will be a great step toward the preservation of harmonious relations between the two parties and the assurance to the public of uninterrupted railroad service.

A failure to agree upon the terms of a mutually satisfactory contract would still be possible, but only in the event that the employes of each class were able to combine in single corporations. Past experience leads us to believe that could not be done, that either from personal smbition or from other causes there would be individual corporations of workingmen that would compete for contracts with desirable railroad corporations, and that in this way it would always be practicable to arrive at an agreement with one or another.

The terms and conditions which should enter into such agreements I will not at this time undertake to discuss. Whatever they may be, the public interest and convenience will always claim consideration in preparing them if public opinion and the laws are to aid in enforcing them. As I have said, it has been my purpose in these remarks to devote myself rather to a statement of the issues involved than to a solution of them. In doing this I have endeavored to take into account the principal factors which should be included and to propose a course in treating them which will not run counter to that spirit of co-operation that prevades the present era, and which we may expect to become still more influential in determining the destiny of our country.

#### PERSONAL.

R. I. Love, formerly agent S. A. & A. P. R'y at Lott, Tex., has been transferred to Rockdale. Tex.

Mr. W. M. York has been appointed station agent of the Northern Pacific Railway Company at Cinnabar, Mont.

Mr. R. A. White has been appointed agent at West Camp station, vice E. T. Filler. Takes effect September 26th, 1893.

Mr. O. L. Dillenbeck has been appointed station agent of the Northern Pacific Railway Company at Elkhorn, Mont.

Mr. W. B. Shepard has been appointed station agent of the Northern Pacific Railway Company at Jefferson, Mont.

Mr. G.,B. Edwards has been appointed station agent of the Northern Pacific Railway Company at Tewnsend, Mont.

Mr. R. F. Welliver has been appointed station agent of the Northern Pacific Railway Company at Sappington, Mont.

Mr. H. Fowler, Jr., has been appointed agent at Teaneck station, vice R. W. White. Takes effect September 24th, 1893.

Mr. H. E. Allen has been appointed ticket agent at Palmyra station, vice J. W. Fox., Takes effect September 25th, 1893.

Mr. A. Gratton has been appointed station agent of the Northern Pacific Railway Company at Priekly Pear Junction, Mont.

Mr. G. F. Goodrich has been appointed station agent of the Northern Pacific Railway Company at Prickly Pear Junction, Mont.

Mr. A. H. Pickard has been appointed ticket agent of the West Shore Railway at South Schenectady station, vice J. Pettinger.

Mr. William Welch has been appointed ticket agent of the West Shore Railway at West Haverstraw station, vice J. B. Tilley.

Mr. James A. Gordy has been appointed freight agent of the West Shore Railway at Franklin street station, New York City, vice G. H. Huntington.

Mr. E. P. Jordan has been appointed city passenger and ticket agent at 513 Chestnut street, St. Louis, Mo., for the Jacksonville South Eastern Line.

The Atlanta Constitution of October 1st has a lengthy article on the life and labor of B. W. Wrenn, G. P. A. of the E. T. V. & Ga. Mr. Wrenn is an energetic worker, a pusher, and an advertiser of no small proportion.

Mr. W. P. Foster has resigned the position of traveling passenger agent of the Mexican

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---&IV----

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TIME TABLE AS FOLLOWS:											
	ST. PAUL		30	p.	m.	Lve.	SAN FRANCISCO	7	00	p.	m.
"	MINNEAPOLIS	7	10	р.	w.	66	PORTLAND	9	00	2.	m.
66	PAYNESVILLE	10	20	p.	m.	66	TACOMA	6	00	p.	æ.
64	GLENWOOD		30	p.	m.	**			80		
*6	ELBOW LAKE	1	00	a.	m.	46	NEW WHATCOM	10	40	٨.	m.
**	HANKINSON	2	40	a.	m.	44	VICTORIA	3	00	2.	m.
"	ENDERLIN	4	40	a.	m.	14	VANCOUVER	10	45	a.	m.
".	VALLEY CITY	5	38	8.	m.	14	KAMLOOPS	11	00	p.	m.
"	CARRINGTON	7	27	a.	m.	"	REVELSTOKE	4	30	1.	m.
"	HARVEY	9	05	a.	m.	66	GLACIER	7	05	8.	m.
**	MINOT	11	12	8.	m.	46	DONALD	10	10	8.	w.
46	PORTAL	1	35	p.	m.	44	BANFF HOT SPRINGS	3	42	p.	m.
	BRANDON	-	90	_		66	CALGARY		15		
Lve.	BRANDON		- OU	Р.	m.		MOOSE JAW	8	37	<b>a.</b>	m.
Lve.	MOOSE JAW	7	15	p.	m.	I vo	BRANDON		00		
"	CALGARY				w.	ا ا				<b>a.</b>	D.
46	BANFF HOT SPRINGS	12	30	no	on.	Lve.	PORTAL	4	50	p.	m.
"	DONALD	5	30	p.	m.	66	MINOT		28		
46	GLACIER	7	15	p.	m.	"	HARVEY	10	00	p.	m.
66	REVELSTOKE	9	30	p.	m.	66	CARRINGTON	11	<b>2</b> 2	p.	m.
"	KAMLOOPS	3	00	8.	w.	• •	VALLEY CITY	1	46	8.	m.
46	VANCOUVER	3	05	p.	m.	1 44	ENDERLIN	2	55	a.	m,
	VICTORIA	9	30	p.	m.	44	HANKINSON	4	53	٨.	m
	NEW WHATCOM		05	p.	m.	46	ELBOW LAKE	6	37	۵.	m
•6	SEATTLE	11	30	p.	m.	66	GLENWOOD	8	30	a.	m.
44	TACOMA	8	00	a.	m.	"	PAYNESVILLE	9	<b>5</b> 0	8.	m
44	PORTLAND	4	00	p.	m.	•6	MINNEAPOLIS	1	00	p.	m
	SAN FRANCISCO		15	a,	m.	Arr.	ST. PAUL		40	•	

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this, girls, and if you would be beautiful, see to it that you are ever sending out thoughts of goodwill, cheerfulness and contentment. Next month we shall say something as to the influence of thought on our health and the affairs of our daily life.

S. L. W.

### THE REWARDING OF CHILDREN.

It seems at first sight a much easier thing to reward children than to punish them. It is certainly infinitely more pleasant, and yet the chances of doing them harm in the process are as great in one case as in the other. Injudicious rewarding is almost, if not quite as pernicious in its effect upon a child's character as indiscriminate punishing. The formation of character is the end and object of all our efforts on behalf of the child. We do not wish so much to compel him to do right at any one time as to train him so that he will desire to do right at all times. We can, to a certain extent, govern his actions, but this is not the most important point. Our fundamental task is to implant in him principles and motives which will enable him to govern them himself, and to insure that they shall always at least " make for righteousness."

Does the giving of material rewards help or hinder this development? This is an anxious question for the conscientious mother who is trying to help her child to help himself. As we are creatures of habit it seems from one point of view that if we can establish good habits by any means we are justified in using them. We argue that the habit of right doing will remain long after the steps by which we ascended to it have been swept away and forgotten. In dealing with children we must remember that processes are results in their effects on the plastic minds. If we lead them to do right by holding out a reward which they are to obtain if they succeed we have taught them that the tangible possession is the thing to strive for, and the "being good," or doing right, is only the means by which it is attained. Is this likely to strengthen or weaken their moral fibre? When we are no longer at hand with some solid allurement to make virtue profitable, will they not follow their own inclination, regardless where it leads, if by so doing they can grasp a pleasure? The bias that we give to the mind of a child is not easily reversed. As he grows older, and his views of life widen and change, he may, with infinite painstaking, unlearn some of the lessons that he learned at his mother's knee. There will still remain deeply graven in his mind and heart, affecting the whole trend of his character, those cardinal points which her daily conduct of his early years has impressed there. She makes his standards, ought she not to see that they are worthy ones? Preaching to him will not do it, nor even taking him to hear sermons. Nothing will but the constant leading him upward along the path of right endeavor. Implanting principles is like sowing seeds; many fall on barren land and stony places and produce no fruit, many die and wither away without apparent result. If the process is continued in faith and patience enough germinate to bring forth high aims and noble fulfillment.

It is never wise to bribe a child to perform a plain duty. There are many motives to be appealed to, and we should be cautious how we substitute a lower for a higher one. When bedtime comes it is often a struggle for the small people to go off pleasantly and promptly. When we elders have to do things not at all more disagreeable to us, we indulge in some murmurs-audible or otherwise-and a good deal of self-pity. It is not to be expected that our juniors will take up their burdens with more cheerfulness than we do ourselves. Yet as soon as they are old enough to understand anything they may be greatly helped, or hindered, in doing it. "It is time for Charlie to go to bed now" ought to be enough to persuade him to do so without difficulty. But just as we ourselves sometimes fail to respond to the call of duty, so there will be moments when Charlie feels that his desire to sit up longer entirely overpowers his wish to obey. and he refuses. What is to be done in this case? His mother can probably induce him to go to bed by means of a piece of candy, or a promised pleasure, but the next time the question arises he will be less able to do right unaided than he was at first. His mind will naturally revert to the bribe and he will want another. A quiet talk, gentle argument and persussion, impressing upon him that every one has to do disagreeable things sometimes, because they are right, will usually prove effectual; if not it becomes a matter of obedience that must be enforced even at the cost of pain. If we can enlist the will on the side of right-doing, so that the child shall conquer himself and yield a willing obedience, we have accomplished much.

We can never give the children too many legitimate pleasures. Childhood should be made as sunny and happy as unlimited love and tenderness and wise indulgence can make it. The shadows fall soon enough in the most fortunate lives. Yet we cannot, with all our

She-What strange weather we are having this summer. He-Yes, but, if you eemember, the summer of '50 was just such another. She-Sir!-Peurson's Weekly.;

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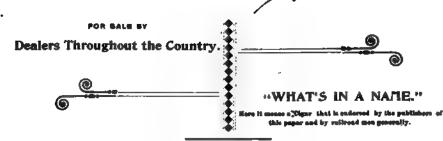
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I am much pleased at the very decided stand you take in regard to keeping your organization free from what is known as socalled labor organizations, which I think would only be detrimental to the interests of your organization as a whole.

I thank you for having placed my name on the complimentary mailing list of the STATION AGENT, and will be pleased at any time to give my advice or criticism on the policy of your organization, should the same be called

to my attention.

I have looked over your pamphlet which sets forth the objects and policy of your organization and see nothing therein to excite adverse criticism.

Yours truly, S. K. HOOPER, G. P. & T. A.

Great Northern Ry., Gen. Pass. Agts. Office, MINNEAPOLIS, MINN., Oct. 6, '93.

MY DEAR MR. WRIGHT

Your favor of 11th inst., duly received. Having been one of the "boys" I am heartily in sympathy with the object of your association, and whatever I can contribute to its Accept my thanks for your kindness in remembering me. Yours truly, membering me.

F. I. WHITNEY, G. P. & T. A.

Fitchburg R. R. Co., Office Gen. Pass. Agt. Boston, August 30, '93.

MR. R. W. WRIGHT,

Your favor of the 8th inst., enclosing membership certificate to Railway Agents' Association, and card duly received. Please accept my thanks for your courtesy. I hope at an early date to write you fully in regard to my opinion of your association, which I believe to be a worthy one in every respect, but I will try to cover the ground in a satisfactory way.
Yours truly,
J. R. WATSON, G. P. A.

Lake Erie & Western Railrord Co., Office Gen. Pass. Agt. Indianapolis, Ind., Oct. 7, '93.

MR. R. W. WRIGHT,

Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR: - I beg to acknowledge receipt of your very kind favor of Sept. 11th, enclosing complimentary membership in your associa-tion for which I desire to extend to your association through you, my sincere thanks and appreciation for this compliment. Wishing the association and all its members continued success and prosperity, and assuring you that I will be very glad indeed to lend any assistance in my power I am,

Your respectfully, C. P. DALY, G. P. A.

Central Vermont R. R., Gen. Pass. Department, ST. ALBAN, VT., Aug. 30th, '93.

MR. R. W. WRIGHT,

I beg to acknowledge receipt of your valued favor of the 8th inst., enclosing certificate of honorary membership in your association,

with card, and for your great courtesy please accept my sincere thanks. The members of your association hold and will retain a very close place in my affections. With warment wishes for future success, individually, and as an organization, I remain,

Very truly yours, S. W. CUMMINGS, G. P.A.

Boston & Maine R. R. BOSTON, MASS., Aug. 30th, 93.

MR. R. W. WRIGHT,

Your esteemed favor of the 29th inst, is at hand, and contents have been carefully noted. Permit me to quote from your letter. We take pleasure therefore in enclosing you herewith an honorary membership in the Railway Agents' Association, and our traveling card for the current half year, and trust that you will not consider that such limited affiliation with our association is in the least inconsistent

with your position as an official.

Thirty years ago I commenced the railred business as clerk in a freight and passenger office; shortly thereafter I was promoted as station agent. Since then I have passed from the various grades to my present position, but I assure you since the time I was advanced to the position of station agent to the present moment, I have always used every endeavor to keep in the closest possible touch not only with the subordinates connected with our system, but with all good men in any way associated with the railway interests of the country. I have not yet read the pamphlet which sets forth the objects and policy of your organization, but propose to do so right away, and I beg to assure you that I shall be delighted to co-operate with your honorable body at all times.

Very truly yours, W. F. BERRY, G. T. M.

#### Local Division Personals.

TEXAS DIVISION.—As my feeble effort heretofore escaped the waste basket, I will endeavor to give you a few H. & T. C. notes. Brother Leach, of Allen, had a trip to the Cherokee strip opening to take up a claim a few weeks ago. It appears railroad life is too monotonous for Brother Leach, and he wasts to try farming a while. Brother Rumfelt was attending court four days the first of the month in the interest of the company, and Brother J. R. Moore tapped the bell during his absence. At last the financial cyclone struck our genial superintendent's office, and such a mess of rubbish you never saw. The "jo" office was completely gutted, and the "J" office only escaped after a lively tussel, but everything is beginning to take on its former shape. From the I. & G. N. comes the following news:

J. W. Lewis, agent at Willis, who was relieving S. H. Frieze, local freight agent at New Braunfels, has been returned to Willis. W. A.



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# To Railroad Men.

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The train left Adrian for Toledo at 7 P. M., and worked its way along over the ice-covered track until we got out of wood and water, when we picked up sticks in the woods and replenished the fire, and with pails dipped up water from the ditches and fed the boiler, and made another run toward Toledo. Passing Sylvania we got the train to a point four miles from Toledo, when, being again out of steam, wood and water, we came to the conclusion that it would be easier to foot it the rest of the way, than to try to get the train along any farther. So we left the locomotive and cars standing on the track, and walked into the city, reaching here about 2:30 A. M. I was rather lame and sore from contact with the "snake-head," but gratified that we were enjoying the "modern improvement"—railway travel.

Toledo, January 13, 1882.

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#### TOLEDO AND ADRIAN!

During the ensuing season trains of cars will run daily to Adrian, there connecting with a line of Stages for the West, Michigan City, Chicago and Wisconsin Territory.

Emigrants and others destined for Indiana, Illimois and the Western part of Michigan

### Will Save Two Days ...

and the corresponding expense, by taking this route in preference to the more lengthened, tedious and expensive route heretofore traveled.

All baggage at the risk of the owners.

RDWARD BISSELL, Commissioners W. P. DANIELS, GEORGE CRANE, Co.

A. HUGHES, Superintendent Western Stage Company.

This little road had a "soft thing" for two or three years, and earned 15 to 20 per cent. upon its moderate cost, \$257,659, or \$7,308 per mile.

The road earned in 1837	\$55,821
Expenses 25 per cent	14,181

By the construction by the State of Michigan of the rival road, the Michigan Southern, and a division of the business, the Erie & Kalamazoo was bankrupted—thrown into a receiver's hands, and finally reorganized and leased to its hated rival in 1849.

Competition and human nature fifty years ago were very much the same as to-day, as illustrated by the following copy of a little hand bill issued in 1842, when the fight between the two roads was very bitter. The drive about accidents, printed in italics, was a little personal, as the man who made up the entire congregation of a church on a rainy Sunday, said about the sermon. "Other roads" meant, of course, the Erie & Kalamazoo.

### 1842.

### SEASON ARRANGEMENTS.

### MICHIGAN

SOUTHERN RAILROAD, FROM MONROE TO ADRIAN.

The most direct, expeditious and Safest Route.

The public are respectfully notified that the SOUTHERN RAILROAD in now in complete operation from Monroe to Adrian; and being well furnished with Locomotives, Passenger and Freight Cars, will transport Freight and Passengers safer, cheaper and more expeditiously than any other road in competition.

This road was built by the State of Michigan, at an expense of

Four hundred thousand dollars and in its construction is not surpassed by any in the United States.

### **PASSENCERS**

Going to Illinois, Indiana, Wisconsin, Iowa and Western, Southern, or Central parts of Michigan, will preceive, by referring to the Map, that no Public thoroughfare is so direct for them as the

### SOUTHERN RAILROAD.

Great care is taken in keeping this Road in good repair, thereby avoiding accidents similar to those occurring upon other roads almost daily, jeopardising "life and limb."

### STEAMBOATS

Are running from MONROE TO BUFFALO in connection with the Cars upon this Road.

STAGES, CARRIAGES, WAGONS, ETC.

Are always in attendance to convey Goods and Passengers to any direction from Adrian.

Passengers passing over this Road will be met at the boats by Railroad Cars, and conveyed to the Depot, and from the Depot to the Boats without charge.

Cars leave Monroe daily for Adrian, Sundays excepted, at 8 o'clock A. M. and leave Adrian for Monroe at 2 o'clock P. M. Running time 21 hours.

The public may rely upon statements here made, and their patronage is respectfully solicited.

### J. H. CLEVELAND,

July, 1842.

Superintendent S. R. R.

Rob't D. Foy, Printer, 159 Main st., Buffalo.

### Interstate Commerce Commission.

ABSTRACT OF STATISTICS OF RAILWAYS IN THE UNITED STATES FOR THE YEAR ENDING JUNE 30, 1892.

WASHINGTON, Sept. 25, 1893.

THE Fifth Statistical Report of the Interstate Commerce Commission, prepared by its statistician, being the complete report for the above-named period, for which a preliminary income account was issued in December, 1892, has just been submitted, of which the following is an abstract:

#### MILEAGE.

The total railway mileage of the country on June 30, 1892, was 171,563.52 miles, being an increase during the year of 3,160.78 miles. This is the smallest increase in railway mileage reported for a number of years. The only groups of railways which show an increase in railway mileage in 1892 greater than the increase in 1891 are Groups I and VI, that is to say, the railways lying in the New England States and in the territory east of the Missouri River and west of Michigan and Indiana; but this is due to the fact that the increase in 1891 was abnormally small. The State of North Carolina leads in railway construction, showing an increase of 212.92 miles. The only other states which show an increase in excess of 150 miles are Louisiana, Michigan, Ohio, Pennsylvania and Wisconsin.

#### CLASSIFICATION OF RAILWAYS.

The total number of railway corporations on June 30, 1892, was 1,822, being a net increase of thirty-seven during the year. Of this number 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary companies 320 were leased for a fixed money rental and 186 for a contingent money rental, the remainder being operated under some form of traffic agreement not easily subjected to classification. There have been fewer changes in the organization of railways during the year ending June 30, 1892, than during any previous year. During the year 9 roads were abandoned; 19 were merged into larger corporations; 17 were reorganized, and 16 were consolidated. The classification of railways according to length of line operated shows that there are 43 companies in the United States having a mileage in excess of 1,000 miles, 24 companies operating a mileage between 600 and 1,000 miles, 24 companies

operating a mileage between 400 and 600 miles, 40 companies operating a mileage between 250 and 400 miles, and 871 companies operating a mileage under 250 miles. The total mileage controlled by the 43 railways operating over 1,000 miles was 99,231.74 miles, being 57.86 per cent. of total mileage. The railways which during the year were added to the class of railways operating a mileage in excess of 1,000 miles are the Philadelphia & Reading railroad, the Atlantic Coast Line Association, and the Union Pacific, Denver & Gulf Railway. The Lehigh Valley railroad, having been leased to the Philadelphia & Reading Railroad Company during the year, was dropped out of this class. The roads added to the list of railways operating a mileage of 600 miles and less than 1,000 miles are the Old Colony, and the Philadelphia, Wilmington & Baltimore railroads.

#### EQUIPMENT.

The total number of locomotives on June 30, 1892, was 33,136. Of these 8,848 were passenger locomotives, 17,559 locomotives were assigned to the freight service, 4.355 were switch locemotives, and 2,374 were unclassified and leased. The increase in passenger locomotives during the year has been 130, and of freight locomotives 680. The total number of cars reported by carriers as their property was 1,215,092. Of these 966,998 were in the freight service, 36,901 were assigned to the company's service, and 35,978 were assigned to fast freight line service. In addition to the above cars owned, the companies report 146,339 cars leased. It should, however, be remembered that these figures are exclusive of cars owned by private companies and leased to shippers for the purpose of transportation. The average number of locomotives per 100 miles of line is 20; the average number of passenger cars per 100 miles of line is 18; the average number of cars used in the freight service per 100 miles of line is 708. These figures show a decided increase in density of rolling stock over the previous year. The number of passengers carried per passenger locomotive was 63,399, and passenger mileage per passenger locomotive was 1,510,273. The number of freight cars per 1 000,000 tons of freight was 1,627. This is a decrease of 39 as compared with the previous year. There has been an increase during the year in the number of locomotives and cars fitted with automatic couplers and train brakes. The report shows a total increase in equipment of 27,139, and an increase in equipment fitted with train brakes of 68,537, and an increase in equipment fitted with automatic couplers of 75,299.

# Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. NO TICKET AGENT is well informed unless he knows THE ADVANTAGES of the ROCK ISLAND ROUTE, and sends his friends via the C. R. I. & P.





# ROUTE



VERY important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

> JOHN SEBASTIAN, Gen. Ticket & Pass. Agt., GREAT ROCK ISLAND ROUTE,

> > CHICAGO, ILL,

Or A. B. FARHEWORTH, G. E. Pasa. Agt., 257 Broadway, New York. — I. L. LOOMS, N. E. Pasa. Agt., 267 Washington Street, Boston, Masa. — W. J. Leany, Pass. Agt. Mid. Dis., 221 S. 9th Street, Philadelphia, Pa. — Jas. Gase, Tray, Pasa. Agt., 40 Exchange Street, Buffelo, N. Y.

# Pittsburg & Lake Erie Ry. DOUBLE TRACK.

### "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South Rast.

20 Twenty miles abortest line between Cleveland and Pittaburg.

- P erhaps you ne'er have traveled yet,
- a know not best what things to see;
- L ist then to me your friend well met.
- it 'er now you start-Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Pavorite Line.

G. M. BEACH, Gen'l Supt.

# NICKEL PATE.

The New York Chicago & St. Louis R. R.

SOLID THROUGH TRAINS

Each Way Daily Between

## **BUFFALO & CHICAGO.**

PALACE SLEEPING CARS
BUPERS DINING CARS

. . RETWEEN . .

Chicago, Buffalo,

New York and Boston.

A. W. JOHNSTON,

B. F. HORNER.

Gen'l Supt.

Gen'i Pass. Agt.

CLEVELAND, O.

jured for each 29 men in the employ of the railways. A similar comparison shows I passenger killed for each 1,491,910 passengers carried or for each 35,545,282 passenger miles, and I passenger injured for each 173,833 passengers carried or each 4,140,966 passenger miles. The largest number of casualties to employees resulted from coupling and uncoupling cars, 378 employees having been killed and 10,319 injured while rendering this service. Of the total number killed in coupling and uncoupling cars 253, and of the total number injured 7,766 were trainmen. The accidents classed as "falling from cars" were in this year as in previous years responsible for the largest number of deaths among employees, the number killed in this manner being 611. Of this number 485 were trainmen. Collisions and derailments were responsible for the death of 431 employees. Of this number 336 were trainmen. This class of accidents is responsible also for the largest number of casualties to passengers. Thus 177 passengers were killed and 1,539 were injured by collisions and derailments during the year. Collisions alone were responsible for the death of 286 employees and 136 passengers.

#### CONCLUSION.

The purely statistical portion of the report was followed by a review of the Statistical Division of the Interstate Commerce Commission since 1887. The chief effort of the division has been directed toward the establishment of uniformity in the form of reports from carriers demanded by the various railway commissions of the country, and in the method of accounting by railways. Certain difficulties in compiling an accurate and comprehensive statement of interior transportation pointed out and the report concluded with the recommendation that provision be made for a Bureau of Statistics and Accounts, which should have under its supervision the method of accounting by common carriers. It was argued that such a bureau would assist in the execution of the Interstate Commerce law by creating those conditions under which the law would act automatically, and that a body imposed with the duty of judging of the justice or injustice of rates must have at its command complete and trustworthy statistics of transportation. It was further recommended that the express companies, corporations owning depot property, elevators, and the like, used by carriers for interstate traffic, and carriers by water, so far as they engage in interstate traffic, should all be required to make reports to the Interstate Commerce Commission.

### Twin City Correspondence.

IN the Twin Cities railroad traffic has been considerably better for the past month. While the chief activity has been in the passenger departments, freights have looked up decidedly, and there is a general better feeling among all concerned. After the Fair passengers will probably be hard to find, but we all hope to see the good old times back again another spring.

R. W. Bryan and O. O. Winters have been appointed assistant general superintendent and division superintendent, respectively, of the Great Northern. Both appointments are in line of promotion and well deserved.

September 25th last Judge Jenkins of Milwaukee ordered the Northern Pacific lease of the Wisconsin Central canceled because of non-payment of interest, and for the good of both corporations. Subsequently H. F. Whitcomb and Howard Morris were appointed receivers of the Central, it being thought best to restore the line to its former standing through the hands of the court.

The Wisconsin Central will in the future act altogether independently of the Northern Pacific, and with that end in view is alresty establishing ticket and freight offices at the various points where its business has beretofore been done in conjunction with the Northern Pacific.

October 21st inst. the through Northern Pacific car service over the Wisconsin Central will be discontinued, and the latter will then stand on an equal footing with the Chicago-St. Paul lines as regards N. P. business.

The extension of the Great Northern to Yankton, S. D., is now completed and resty for traffic.

F. A. Green, formerly passenger agent for the Northern Pacific at Duluth, receives the appointment of city ticket and passenger agent, Wisconsin Central, at St. Paul. Herman Brown, of the Canadian Pacific, will be his assistant in the office, and Harry Miner on the street.

F. E. Donovan, now of the N. P. city ticket force at Minneapolis, goes to Duluth as city ticket agent of the N, P.

B. A. Russell, of the N. P. office, Minneapolis. receives the appointment of city ticket and passenger agent, Wisconsin Central Line, Minneapolis. Mr. J. A. Bennett goes on the street for him.

The through service over the "Soo-Pacific" Line to the coast opened for business September 25th. It promises to be a strong coast line from the northwest.

### TICKET AGENTS MAKE FRIENDS OF TRAVELERS

BY TICKETING THEM VIA

west of Pittsburgh. The advantages these lines

offer for an expeditious journey are excellent. The territory covered by them is the most populous in the Union. Forty-four counties in Ohio, forty counties in Indiana, and the entire number of counties constituting Western Pennsylvania, also a good portion of Illinois, are traversed by these popular thoroughfares, which form principal links in the chain of direct transit between eleven states, vis.: New York. New Jersey, Delaware, Maryland, Pennsylvania, Ohio, Indiana, Illinois, West Virginia, Kentucky, Missouri, as well as the District of Columbia, the seat of the Nation's government.

PASSENGERS ARE PLEASED by the First-Class Service, which includes Pullman Vestesign, and Modern Day Coaches. Vestibule trains over the Pennsylvania Lines run between Chicago and New York and between St Louis and New York without change. Five through trains leave Chicago daily for the East and a similar service is in effect from East to West. Setween Chicago and Louisville and Cincinnati there is a double daily train service both ways, and to Pittsburgh, Cleveland, Toledo, Eric, Columbus, Indianspoils, Pt. Wayne, Dayton, SpringSeld, Wheeling, and intermediate points, the service is all that can be desired. Detailed information will be cheerfully and promptly farnished, upon application, by either of the following representatives:

E. A. FORD

Coneral Passenger Agent, PITTSBURGH, PENNA.

F. VAN DUSEN, Chiel Assistant General Passenger Agent, Pittsburgh, Pa.

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er, Cheyenne, Ogden, ake City, Pocatello, Heiena, Spokane Tacoma, Seattle, Helena, ento, San Francisco, ngeles or any other n City take the

### UNION PACIFIC.

"The Overland Route."

Pullman Palace Sleepers, Pullman Colonist Sleepers, Pullman Dining Cars, Free Reclining Chair Cars.

TRAINS DAILY & To the Pacific Coast. Past time. Union De-

pots. For time tables, land pamphlets, etc., Address,

S. H. H. CLARK. President. E. DICKINSON, E. L. LOMAX, Ben'l Mgr. Con,:Paus. & Tkt. Agt. DMAHA, NEB.

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Your Patrons Will be

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If not furnished with tickets to the

### **WORLD'S FAIR**

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# Grand Trunk R'y,

The Great St. Clair Tunnel,

Mingare Falls and Suspension Bridge, Vietoria Bridge,

Chicago, Detroit, Buffalo,

Toronto, Montreal, Quebes,

Portland, Me.,

Are all Reached Directly by this Great System.

# CLEVELAND, CINCINNATI, Big Four Route CHICAGO & ST. LOUIS,

Short and Direct Through Car Line between

## Chicago, Indianapolis and Cincinnati.

Private Compartment Suffet Sleeping Cars, Standard Wagner Palace Sleeping Cars and Riegant Reclining Chair Cars on Night Trains, Luxurious Parlor and Cafe Cars on Day Trains,

The only line from the WEST and NORTHWEST via St. Louis, Chicago and Indianapolis, making direct connections in Central Union Depot, Cincinnati, with "F. F. V." Solid Vestibule train, via Chesapenke & Ohio railway to White Sulphur, Richmond, Newport News, Old Poist Comfort, Washington, Baltimore and New York, and all South-Rastern Pleasure Resorts. THE SOUTHWESTERN LIMITED between

## St. Couis, Indianapolis, Ringinnati and New York and Boston

Is the finest train in America, and provides the best and quickest service ever offered between the east and the west, landing passengers in the heart of New York City without ferry transfer.

Elegant through sleeping cars to Boston are also run over this system.

In going west from New York, Boston and all eastern cities to Columbus, Cincinnati, Indianapolis, St. Louis and all points in the west, south and southwest, this line has no equal in the way of equipment, quick time and reliable service, with through sleeping cars from New York and Boston to Cincinnati, Indianapolis and St. Louis.

All through trains are vestibuled and equipped with an elegant dining car service.

Be sure your ticket reads via the BIG FOUR ROUTE.

OSCAR G. MURRAY,

D. B. MARTIN,

Traffic Manager.

CINCINNATI, OHIO.

Gen. Pass. Agent.

such oppression. Indeed they have not, and it was to mark this very contrast that I have emphasized the conditions through which the workingman has had to pass in Europe. If ever there was a country in which the sons of toil have enjoyed the fruits of their labor unrestricted by any law that did not bear with equal force upon their fellow citizens, it is this country of ours. In fact, I will say that there has never been such another. And therefore when we come to discussing the relations of the employer and the employed, of the man who works and of the man who pays him-we have not to overcome or to forget the prejudices, the passions, the bitter recollections of centuries of oppression resented by violence, which complicate and embarrass the adjustment of such relations across the ocean. We have here to look upon it as but a business issue between men who are by birth and by law the equals of each other in all respects so far as they are alike honest and disposed to deal fairly. Even in the matter of compensation for service performed there is no further obligation than on the one hand to do that which was to be done, and on the other to pay that which was to be paid. When these two things have been fairly accomplished the reciprocal obligation has been discharged, and there is no favor on either side. This is the underlying relation of labor and capital in this country, of the employer and the employee, and it seems so simple where it is not mixed up with Old World prejudices and memories, that one is inclined to wonder why there should be so much difficulty in adjusting so simple a matter; why it has come to the front as one of the spectres at the banquet which will not down at any one's bidding. The diffi. culty arises in adjusting the terms and conditions upon which the service is to be performed. When differences arose as to these matters, they at first assumed the form of mutterings of dissatisfaction on the part of the employee which were disregarded by the employer. Then the mutterers joined in a chorus which found full voice in a committee specially chosen to appeal to the employer. Here the employer threw the first stone. He resented the attempt to unite in complaint by discharging the leaders; the strongest or the loudest, at any rate the foremost among the workmen. What was left to them but to prolong, to intensify, the agitation for self-protection and to retort upon the aggressive employer by organizing a strike. The strike was answered by a lockout, and the response was a boycott. These efforts at organization among workmen were temporary and disorderly. As

passions were aroused by opposition, the leaders lost control, the outside mob took charge of the situation, which passed from a dispute into a riot. At this point when public quiet was disturbed, the representatives of public order interfered and peace was enforced.

It is to the credit of the leaders of the better paid trades that they soon recognized the folly of such a course and directed themselves to organizing permanent associations, ciently regulated and controlled and prepared for strikes by accumulated assessments. after they were thus organized they were mble to oppose an orderly refusal to work to the fusal on the part of the employer to yield to their terms. A strike under such condit. 3 one was not a breach of the peace, and the starong arm of the law could not be wielded agm inst their cause. The only alternative was a 1 cckout, and the pitched battle was supersede J the blockade. This gave time for heated sions to cool and reason to resume its a way. Hence violent measures were replaced by side cussions in which the arguments on each could be heard by the other and a found tion laid for a compromise. A point had exen reached in the adjustment of the relations tween the employee and the omployer at wanich the terms and conditions of service coulcast be determined by contract. This is exemplanted in the iron trades, where the scale of wagenes is established by committees from both side which the state of the market, present prospective, the financial outlook and even litical theories are taken into consideratio is truly a rational method, affording full scope for the exercise of judgment, experience persuasion in arriving at a conclusion. Beat if wilful perversity or ignorant selfishness vail in the councils of either side the strik or the lockout must be renewed. This dilen must admits of but one solution—the submissio one party to the demands of the other. alternative solution could be found in arbition but for the difficulty in enforcing the ing of the arbitrator. As yet the lawyers not look kindly on arbitration, and the does not lend itself readily to such an evas of its jurisdiction. And again, while one pa. the employer, is a substantial fact, a person or a corporation that the law can reach, the otparty to the arbitration is neither one nor other. It is an irresponsible organization, visible to the sheriff, against which no just ment will lie and upon its assets no levy be made. To this point, then, the development of this question has been reached, that the justment of the relations between the ployee and the employer is recognized on but

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# Reading Railroad System.

Operating Through Lines between all the Principal Cities of Eastern North America.

FROM THE ATLANTIC TO THE GREAT LAKES. FROM THE ST. LAWRENCE TO THE POTOMAC.

FINEST, FASTEST, SAFEST TRAINS IN THE WORLD.

- **Ticket Agents**, in routeing travelers, will render the latter a real service by selling them tickets containing Reading Railroad Coupons.
- Practical Railroad Men cannot fail to recognize and commend the many points of excellence presented by the various lines of this System. Double track; steel rails; stone ballast; interlocking switches; automatic signals; every proper and approved appliance intended to secure the safety and comfort of passengers.
- A Distinctive Feature of the Reading Lines is the exclusive use of anthracite coal as a fuel, insuring cleanliness and comfort.

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Between New York, Philadelphia and Washington. Vestibuled trains of luxuriously appointed coaches, Pullman Parlor, Buffet, Dining and Sleeping Cars, running on the Finest Track in the World.

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Between New York or Philadelphia, and Buffalo and Niagara Falls, traversing the famously beautiful region known as the "Switzerland of America," and through the gorgeously picturesque Lehigh, Wyoming and Susquehanna Valleys.

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To and from Boston. Only all-rail line between New England and points west of the Hudson River.

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To all interior Penusylvania points—Reading, Harrisburg, Gettysburg, Williamsport, Mauch Chunk, Bethlehem, Allentown, Wilkes-Barre, and the Coal, Ore and Lumber Regions.

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WORLD'S FAIR
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PHILADELPHIA, PA.

line of least resistance, and refrain from doing that which his judgment recommends and justice demands—to make the reduction in wages bear in like proportion on all, or, if favoring any, to favor those who receive the least. But this you will not do. The reduction which must be made falls on those who are least able to resist, because they are without organization, upon clerks and track men and unskilled laborers. I am not criticising you unkindly for this. I am stating a fact which you know to be true as well as they do, and you do this because you can find no other relief. But as time goes on these classes of employees, spurred to it by their own misfortunes and by witnessing the advantages which others have gained by organization, will organize themselves. Then where will the axe of retrenchment fall? That will be for you to determine, and you will be brought face to face with that problem, if the decrease in the rate per ton mile is to continue. You must appeal to the traffic management to refrain from that foolish competition which ignores the cost of the service performed, and not until they recognize the necessity for so doing may you hope to arrest this crisis toward which the most of our railroad mileage is tending, and which, when it does come, falls upon those responsible for the operations of the road. If they will not heed to your appeals, then you should plainly put the matter before your executive officers and place the responsibility where it belongs. It is a matter in which you should make common cause, those who are managing prosperous roads as well as those who are not, for sooner or later you will all have to drink of the same bitter cup if measures be not taken in time to avoid it. Having developed my problem to its last bitter elements, I may be expected to suggest a solution, but it is one thing to develop a problem and another to solve it. The one is laying open the hidden cause of disease, the other is to apply the proper remedy. The one needs but a knowledge of the anatomy of the subject and a steady hand, the other requires a power of forecast, of following out the probable results of possible policies, which is given to few men, whether surgeons or railroad administrators.

What then I may offer in the way of a solution is presented with less confidence than has sustained me in the development of this subject. While as to the one I might withstand adverse criticism, as to the other I might be disposed to yield. But I think that there are certain conditions affecting the attitude of railroad corporations to labor organizations

which are of so peculiar a character as to separate this branch of the subject from these relating to ordinary industrial enterprises. It is not a matter of manufacturing, selling and buying goods. It is a matter of performing a public service which affects every man, woman and child in the land to such an extent that railroad transportation is properly looked upon as a question of public welfare, a matter which has been aided by the sovereign power by loans and donations, by special legislation, and by the exercise of the right of eminent domain. In return for this aid the corporations are burdened with obligations which they cannot evade and which render them powerless to resist the demands of their employes when efficiently organized. To the demand of these organizations neither the laws nor public opinion set any limits so long as they are not enforced by violence. Yet there is a public demand for lower rates which the traffic officials do not firmly resist.

The decrease in the rate per ton mile and the increase in the cost per ton mile cannot go on together indefinitely; one or the other must cease. Either it is to the public interest to have cheaper rates and lower wages or to have higher wages and dearer rates.

The public interest lies in the better and safer, rather than in cheaper service, and a minute advance in the charge for that service, an advance so small that if divided among the millions of transactions for which the corporporation is paid would yield a fund sufficient to insure fair wages to every railroad employe and reasonable dividends to every stockholder. For both stockholder and employe are paid from the same fund, and it is not to be expected that the railroad system of this country can be extended to meet the demands of s growing country and increasing numbers of employes continue to receive full wages, unless capital so invested has a prospect of a reasonable return.

But if this were recognized as reasonable, that the compensation should be sufficient for fair wages and for reasonable dividends, what has the public a right to expect? Certainly that the service shall be continuous and efficient, that it shall not be interrupted by disputes between employer and employe. It may with justice insist upon a rational adjustment of such differences, and if a way can be pointed out by which it can with propriety intervene, its assistance might be counted on for such a purpose.

The proper way to adject such differences is by agreement, by an agreement between contracting parties competent and responsi-

# SMOKE THE BEST.

RAILROAD MEN WANT GOOD CIGARS, BUT CAN'T ALWAYS BE SURE OF GETTING THEM.

To meet this demand we have placed on the Market a High Grade of Cigars for Railroad Men's Trade.

THE NEXT TIME YOU BUY ... ASK FOR









#### OUR BOX PRICES ARE:

\$5 Box,	\$2,00
50 Box,	
100 Box,	6,25

If your dealer does not keep them send five two-cent stamps to us for a sample.

## COLLINS & BURKLIN, MANUFACTURERS,

477 SUPERIOR ST.,

CLEVELAND, O.

Central, with headquarters in St. Louis, and has been appointed general traveling passenger agent of the Wisconsin Central, with headquarters in Chicago.

Mr. C. A. Lawton, late commercial agent of the Missouri, Kansas & Texas at St. Louis, has been appointed division freight agent of the American Refrigerator Transit company, with headquarters at St Louis, in place of Mr. E. E. McCammon, resigned.

Mr. R. B. Buchanan, assistant general reight agent of the Cleveland, Cincinnati, Chicago & St. Louis at Cincinnati, Ohio, has been transferred to Anderson, Ind., to succeed Mr. Homer F. Frost, assistant general freight agent, who has been transferred to Louisville, Ky.

Mr. C. L. Wellington, for six years general freight agent of the Milwaukee, Lake Shore & Western, but since Sept. 1 assistant general freight agent of the Chicago & NorthWestern, has been appointed general freight agent of the Wisconsin Central in place of Mr. J. B. Cavanaugh, resigned.

Mr. R. M. Allen has been appointed traveling passenger agent of the Jacksonville South Eastern Line, with headquarters at 513 Chestnut street, St. Louis, Mo., vice Mr. A. N. Morton, transferred to the position of chief clerk for the superintendent.

Mr. W. R. Busenbark, traffic manager of the Chicago Great Western, has tendered his resignation to take effect Oct. 15. It is understood that he has several flattering offers, but that he will take a few weeks' rest before accepting a position. Previous to March 1, 1889, Mr. Busenbark was for two years assistant general passenger agent of the Michigan Central, resigning that position to accept the general passenger and ticket sgency of the Chicago, St. Paul & Kansas City, now the Chicago Great Western. He was promoted to be traffic manager Nov. 1, 1890.

Ticket and treight agents take your map and trace the new route to the Pacific thereon. See time card of The Soo Pacific Route in this issue.

#### Kensington Series.

COMPENDIUM OF TRANSPORTATION THEORIES.

THE years subsequent to the enactment of the Interstate Commerce Law have proved exceedingly prolific in the production of discussions relating to the various phases of the railroad problem. The subject has had the attention of many of the eminent experts and

economists of this country, by whom most valuable contributions have been made to the literature of the day.

There has, hitherto, been no systematic publication of these papers, and their distribution has been limited usually to the requirements of the occasion for which they were prepared. It is believed that a compilation in convenient and accessible form of the most important of these papers will be of great value to the students of transportation, to practical railway managers, and to all earnest and thoughtful men. Mr. C. C. McCain, auditor of the Interstate Commerce Commission, has accordingly arranged to publish in a single volume a number of these articles, from the pens of the best thinkers and writers.

The subjects dealing with a variety of topics relating to transportation and from the prominence of the writers it will be apparent that each is an authority upon the subject treated. It is confidently believed that the book will constitute a most valuable work of reference.

One volume will not permit of the inclusion of all articles of this character, and subsequent editions of the series now inaugurated will contain further contributions to the discussion of the railroad problem by equally eminent writers.

First book of the series will be entitled, "Compendium of Transportation Theories."

A wonderfully rich agricultural region has been opened and made accessible by the new route to the Pacific—"The Soo-Pacific." See their ad. in this issue.

#### Our General Freight Agents.

MHE subject of our frontis illustration this month, Mr. Henry E. Danz, general freight agent of the Great Northern Railway was bora in New York City, September 11, 1865. He commenced railway work as call boy at East St. Paul station on the C. St. P. M. & O. Ry. in 1880, in 1881 he entered the employ of the St. P. M. & M. Ry., now the Great Northern, as clerk in the general freight department fining various positions. In 1889 he was made chief clerk to the general traffic manager, and in 1890 chief clerk of the general freight department, in 1891 promoted to assistant general freight agent and in 1892 to be the responsible head of the freight department of that great line which has pushed out across the continent from St. Paul to the Pacific ocean.

Mr. Danz is comparatively a young mas and his history shows that he has received deserved promotion and is in possession of all the knowledge of detail, touching the duties, responsibilities and necessities of a general officer of a great railroad

See the advertisement, in this issue, of the new transcontinental route, "The Soo-Pacific."

# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

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NOVEMBER, 1893.

No. 3.

#### THE BIRTH AND DEVELOPMENT OF THE RAILROAD.

By C. P. LELAND.

IN the realm of labor saving inventions for the amelioration of that stern decree, "Thou shalt earn thy bread by the sweat of thy brow," this Nineteenth Century has witnessed greater progress than the entire eighteen centuries previous.

That mighty force, steam, supplemented by that other mysterious, terrible energy, electricity, are revolutionizing,—yes, abolishing, the hard, muscular labor of both man and beast the world over. Concerning electricity, I said at a reunion of the Rensselaer Polytechnic Institute in this city a year ago:

" This decade is also marked by rapid development in the use of that strange, wonderful force, electricity. No one knows yet what it is. I would define it as 'the earth's nervous system.' When I see the electric cars rapidly running through these streets with no visible motive power, how often it recalls that strange prophecy in Nahum 2-4, recorded more than twenty-six centuries ago: 'The chariots shall rage in the streets, they shall jostle one against another in the broadways (Superior street, for instance), they shall seem like torches, they shall run like lightnings.' No one would dare draw the limit to the uses of electricity. We are told it will supercede horses in drawing onr road wagons and carriages soon, as it has in the case of our street cars. Also, that we shall have slabs of electricity delivered at our kitchen doors, like ice, for domestic power and light."

In a few months after that was written we saw the long distance telephone between New York and Chicago, a thousand miles, opened so successfully that DeWolf Hopper, the comedian, not long since had to be dragged away from the Chicago transmitter by his manager, after telling \$36 worth of new stories to some friends at the New York end. And the strangest thing about it is, it excited no surprise; there was no illumination, or booming

of cannon, as when the first Atlantic cable was laid in 1858. It was expected as a matter of course.

But you have heard recently from a master of electricity, and I must switch off to my subject, Railroads.

There are three very important dates in the first half of this Nineteenth Century, and I would suggest you remember them for future convenience.

1807 was the year Robert Fulton gave the world the first commercially successful steamboat (the Clermont on the Hudson River). Others, however, had made successful experiments,—notably, John Fitch and John Stevens.

In 1829 George Stephenson, of England, gave the world the locomotive with the multitubular boiler, for which all other experimental locomotives were summarily dropped.

These two great inventions solved the problem of transportation on land and water.

In 1844 (May 27th, to be exact) Professor Samuel F. B. Morse, after many trials and discouragements, sent the first message by telegraph through a wire fastened to trees and posts, between Baltimore and Washington. He had been an humble suppliant to Congress for a small appropriation of \$30000 to assist him in trying the experiment, and finally succeeded in securing it, March 4th, 1844, at midnight, although one smart representative moved as an amendment that a portion of the appropriation be devoted to the development of mesmerism, which was the rage at that time.

Now, the Western Union Telegraph Company alone have in daily use enough wires to encircle the globe thirty times,—a marvelous exhibition of American energy in the development of an American invention.

September 15th, 1830, was the natal day of the railroad operated by steam power,—the opening of the Manchester and Liverpool railroad in England.

than sixty feet, there are embankments to be made nearly to the same height, there is a swamp of five miles in length to be traversed, in which if you drop an iron rod it sinks and disappears; how will you do all this? and receiving no answer but a broad Northumbrian, 'I can't tell you how I'll do it, but I can tell you I will do it,' diamissed Stephenson as a visionary. Having prevailed upon a company of Liverpool gentlemen to be less incredulous, and having raised funds for his great undertaking, in December of 1826 the first spade was struck into the ground. And now I will give you an account of my yesterday's excursion

"A party of sixteen persons was ushered into a large courtyard where, under cover, stood several carriages of a peculiar construction, one of which was prepared for our recep-tion. It was a long-bodied vehicle with seats placed across it back to back; the one we were in had six of these benches, and was a sort of uncovered char a banc. The wheels were placed upon two iron bands, which formed the road, and to which they were fitted, being so constructed as to slide along without any danger of hitching or being displaced, on the same principle as a thing sliding on a concave groove. The carriage was set in motion by a mere push, and, having received this impetus, rolled with us down an inclined plane into a tunnel, which forms the entrance to the rail-road. This tunnel is four hundred yards long (I believe), and will be lighted by gas. At the end of it we emerged from darkness, and, the ground becoming level, we stopped. There is another tunnel parallel with this, only much wider and longer, for it extends from the place we had now reached, and where the steam carriages start, and which is quite out of Liverpool, the whole way under the town to the docks. This tunnel is for wagons and other heavy carriages; and as the engines which are to draw the trains along the railroad do not enter these tunnels, there is a large building at this entrance which is to be inhabited by steam engines of a stationary turn of mind and different constitution from the traveling ones, which are to propel the trains through the tunnels to the terminus in the town, without going out of their houses themselves. The length of the tunnel parallel to the one we passed through is, I believe, two thousand two hundred yards. I wonder if you are under-standing one word I am saying all this time! We were introduced to the little engine which was to drag us along the rails. She (for they make these curious little fire horses all mares) consisted of a boiler, a stove, a platform, a bench, and behind the bench a barrel containing enough water to prevent her being thirsty for fifteen miles,—the whole machine not bigger than a common fire engine. She goes upon two wheels, which are her feet, and are moved by bright steel legs called pistons; these are propelled by steam, and in proportion as more steam is applied to the upper extremities (the hip joints, I suppose) of these pistons, the faster they move the wheels; and when it is desirable to diminish the speed, the steam, which unless suffered to escape would burst the boiler, evaporates through a safety valve into the sir. The reins, bit and bridle of this

wonderful beast, is a small steel handle, which applies or withdraws the steam from its legs or pistons, so that a child might mapage it.

or pistons, so that a child might manage it.
"The coals, which are its oats, were under the bench, and there was a small glass tube affixed to the boiler, with water in it, which indicates by its fullness or emptiness when the creature wants water, which is immediately conveyed to it from its reservoirs. There is a chimney to the stove, but as they burn coke, there is none of the dreadful black smoke which accompanies the progress of a steam vessel. This snorting little animal, which I felt rather inclined to pat, was then harnessed to our carriage, and Mr. Stephenson having taken me on the bench of the engine with him, we started at about ten miles an hour. The steam horse being ill adapted for going up and down hill, the road was kept at a certain level, and appeared sometimes to sink below the surface of the earth and sometimes to rise above it. Almost at starting it was cut through the solid rock, which formed a wall on either side of it about sixty feet high. You can't imagine how strange it seemed to be journeying on thus, without any visible cause of progress other than the magical machine, with its flying white breath and rhythmical, unvarying pace, between these rocky walls, which are already clothed with moss and ferns and grasses; and when I reflected that these great masses of stone had been cut asunder to allow our passage thus far below the surface of the earth. I felt as if no fairy tale was ever half so wonderful as what I saw. Bridges were thrown from side to side across the top of these cliffs, and people looking down upon us from them seemed like pigmies standing in the sky. I must be more concise, though, or I shall want room. We were to go only fifteen miles, that distance being sufficient to show the speed of the engine and to take us to the most beautiful and wonderful object on the road. After proceeding through this rocky defile, we presently found ourselves raised upon embankments ten or twelve feet high; we then came to a moss, or swamp, of considerable extent, on which no human foot could tread without sinking, and yet it bore the road which bore us. This had been the great stumbling block in the minds of the commit-tee of the House of Commons; but Mr. Stephenson had succeeded in overcoming it. A foundation of hurdles, or, as he called it, basket-work, was thrown over the morass, and the interstices were filled with moss and other elastic matter. Upon this the clay and soil were laid down, and the road does float, for we passed over it at the rate of five and twenty miles an hour, and saw the staguant swamp water trembling on the surface of the soil on either side of us. I hope you understand me. The embankment had gradually been rising higher and higher, and in one place, where the soil was not settled enough to form banks, Stephenson has constructed artificial ones of woodwork, over which the mounds of earth were heaped, for he said that though the woodwork would rot, before it did so the banks of earth which covered it would have been sufficiently consolidated to support the road. We had now come fifteen miles, and stopped where the road traversed a wide and

## "SOO=PACIFIC LINE"

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## Soo Line & Canadian Pacific Ry.

OPENED SEPTEMBER 25TH, 1893,

-FROM-

## ST. PAUL AND MINNEAPOLIS TO PACIFIC COAST.

	TIME TABLE AS FOLLOWS:										
Lve.	ST. PAUL					Lve.	SAN FRANCISCO			p. <b>m</b>	
44	MINNEAPOLIS	7	10	p.	m.	"	PORTLAND	9	00	a, 2	l.
66	PAYNESVILLE	10	20	p.	. m. i¦	"	TACOMA	6	00	p. =	<b>1</b> .
64	GLENWOOD	11	30	p.	m.	"	SEATTLE	8	<b>30</b>	p. 1	0.
"	ELBOW LAKE	1	00	a.	m.	"	NEW WHATCOM	10	40	a. 1	n.
44	HANKINSON	2	40	8.	m.i	44	VICTORIA	3	00	<b>a.</b>	m.
**	ENDEKLIN	4	40	a.	m. '	"	VANCOUVER	10	45	8-	₩.
46	VALLEY CITY	5	38	a.	m. I	46	KAMLOOPS	11	00	p.	<b>10.</b>
46	CARRINGTON	7	27	a.	m.	"	REVELSTOKE	4	30		, 🖦
"	HARVEY	9	05	a.	m.	66	Gt ACIER	7	05		, <b>m</b> .
"	MINOT	11	12	8.	m. 🗀	46	DONALD	10	10	-	, <b>m</b> .
46	PORTAL	1	35	p.	m.	"	BANFF HOT SPRINGS	3	42	P.	, B.
-	BRANDON				; ,		CALGARY	7	15	p.	<b>.</b> B.
Lve.	BRANDON		30	p.	m.	"	MOOSE JAW	8	37	-	, <b>n</b> .
Lve.	MOOSE JAW	7	15	p.	<b>m</b> .	[ va	BRANDON		_	-	_
"	ÇALGARY		20	٠.	ш.				w	_	
"	BANFF HOT SPRINGS	12	30	no	on.	Lve.	PORTAL	4	50	<b>P</b> -	m,
"	DONALD	5	30	p.	m.	"	MINOT	7	28	<b>P</b> -	. m
46	GLACIER	7	15	p.	m. '	"	HARVEY	10	00	<b>P</b> -	. m
"	REVELSTOKE	9	<b>30</b>	p.	m.	"	CARRINGTON			P-	
46	KAMLOOPS	3	00	8.	10. : 1	**	VALLEY CITY			-	
46	VANCOUVER	3	05	p.	m.	"	ENDERLIN	2	55	1 -	, m
"	VICTORIA	9	30	p.	m.	"	HANKINSON	4	<b>53</b>	8-	
"	NEW WHATCOM				m.		ELBOW LAKE	6	37		. 1
44	SEATTLE	11	30	p.	m.	"	GLENWOOD	8	30	8_	τ
44	TACOMA	8	00	2.	m. i	"	PAYNESVILLE	9	50	8-	
"	PORTLAND	4	00	p.	m.	• 6	MINNEAPOLIS	1	00	p_	-
Arr.	SAN FRANCISCO	8	15	a,	<b>m.</b> []	Årr.	ST. PAUL	1	40	p.	

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Manchester & Liverpool railroad, September 15th, 1830:

"At length the line was finished and ready for the public opening, which took place on the 15th of September, 1830, and attracted a vast number of spectators from all parts of the country. The completion of the railway was justly regarded as an important national event, and the ceremony of its opening was celebrated accordingly. The Duke of Wellington, then prime minister, Sir Robert Peel, Secretary of State, Mr. Huskisson, one of the members for Liverpool and an earnest supporter of the project from its commencement, were among the number of distinguished public perpagases present

lic personages present.

"Eight locomotive engines, constructed at the Stephenson works, had been delivered and placed upon the line, the whole of which had been tried and tested weeks before with perfect success. The several trains of carriages accommodated in all about six hundred persons. The 'Northumbrian' engine, driven by George Stephenson himself, headed the line of trains; then followed the 'Phoenix,' driven by Robert Stephenson: the 'North Star,' by Robert Stephenson, Sr., (brother of George); the 'Rocket,' by Joseph Locke; the 'Dart,' by Thomas L. Gooch; the 'Comet,' by William Allcard; the 'Arrow,' by Fredrick Swanwick, and the 'Meteor' by Anthony Harding. The procession was cheered in its progress by thousands of spectators—through the deep ravine of Olive Mount; up the Sutton Incline; over the great Sankey viaduct, beneath which a multitude of persons assembled, carriages filling the narrow lanes, and barges crowding the river; the people below gazing with wonder and admiration at the trains which sped along the line, far above their heads, at the rate of

some twenty-four miles an hour. "At Parkside, about seventeen miles from Liverpool, the engines stopped to take in water. Here a deplorable accident occurred to one of the illustrious visitors, which threw a deep shadow over the subsequent proceedings of the day. The 'Northumbrian' engine, with the carriage containing the Duke of Wellington, was drawn up on one line, in order that the whole of the trains on the other line might pass in review before him and his party. Mr. Huskisson had alighted from the carriage, and was standing on the opposite road, along which the 'Rocket' was observed rapidly coming up. At this moment the Duke of Wellington, between whom and Mr. Huskisson some coolness had existed, made a sign of recognition and held out his hand. A hurried but friendly grasp was given, and before it was loosened there was a general cry from the bystanders of, 'Get in, get in!' Flurried and confused, Mr. Huskisson endeavored to get round the open door of the carriage, which projected over the opposite rail, but in so doing he was struck down by the 'Rocket,' and falling with his leg doubled across the rail, the limb was instantly crushed. His first words on being raised were, 'I have met my death,' which unhappily proved true, for he expired that same evening in the parsonage of Bccles. It was cited at the time as a remark-able fact that the 'Northumbrian' engine, driven by George Stephenson himself, conveyed the wounded body of the unfortunate gentleman a distance of about fifteen miles in twenty-five minutes, or at the rate of thirty-six miles an hour. This incredible speed burst upon the world with the effect of a new and unlooked for phenomenon.

unlooked for phenomenon.

"The accident threw a gloom over the rest of the day's proceedings. The Duke of Wellington and Sir Robert Peel expressed a wish that the procession should return to Liverpool. It was, however, represented to them that a vast concourse of people had assembled at Manchester to witness the arrival of the trains, that report would exaggerate the mischief if they did not complete the journey, and that a false panic on that day might seriously affect future railway traveling and the value of the company's property. The party consented accordingly to proceed to Manchester, but on the understanding that they should return as soon as possible and re-

frain from farther festivity.

"As the trains approached Manchester crowds of people were found covering the banks, the slopes of the cuttings, and even the railway itself. The multitude, become impatient and excited by the rumors which had reached them, had outflanked the military, and all order was at an end. The people clambered about the carriages, holding on by the door handles, and many were tumbled over, but, happily, no fatal accident occurred. At the Manchester station the political element began to display itself; placards about 'Peterloo,' etc., were exhibited, and brickbats were thrown at the carriages containing the Duke. On the trains coming to a stand in the Manchester station, the Duke did not descend, but remained seated, shaking hands with women and children who were pushed forward by the crowd. Shortly after the trains returned to Liverpool, which they reached after considerable delays late at night."

It must have been a terrible blow to Stephenson to have his best, most powerful friend in his long parliamentary struggle (for Mr. Huskisson was M. P. from Liverpool), also in the board of directors of the railroad company, thus struck down and killed by Stephenson's first born multitubular boiler locomotive, "The Rocket," on this, the proudest day of his life, the beginning of an imperishable fame.

While the railroad was not in the slightest degree responsible for this sad accident, it was so held, and the Duke of Wellington did not enter a railway car again until 1843, thirteen years afterwards.

Before leaving George Stephenson and the birth of the railroad, let us glance at the Himalayan difficulties he surmounted; the powerful opposition he finally, after a struggle of five years, almost single handed, overcame. He was handicapped with lack of education, learning to read at a night school after he was eighteen years old. Then he had such a strong, unintelligible Northumbrian dialect, it was

to about a sixth part of what it was while the

highway alone was in use.

"Such was the famous Quincy railway, the construction of which is still referred to as marking an era of the first importance in American history. Such, also, it remained down to the year 1871,-a mere tramway, operated exclusively by means of horses. In that year the franchise was at last purchased by the Old Colony Railroad Company, the ancient structure was completely demolished, and a modern railroad built on the right of way. Through the incorporation into it of the old Granite railway, therefore, the line which con-nects the chief town of what was once the colony of Massachusetts Bay has become the oldest railroad line in America. In this there is, so to speak, a manifest historical propriety.

"Apart, however, from the construction of the Granite railway, Massachusetts was neither particularly early nor particularly energetic in its railroad development. At a later day many of her sister states were in advance of her, and especially was this true of South Carolina. There is, indeed, some reason for believing that the South Carclina railroad was the first ever constructed in any country with a definite plan of operating it exclusively by locomotive steam power. But in America there was not,— indeed from the very circumstances of the case there could not have been,—any such dramatic occasions and surprises as those witnessed at Liverpool in 1829 and 1830. Nevertheless the people of Charlestown were pressing close on the heels of those of Liverpool, for on the 15th of January, 1831,—exactly four months after the formal opening of the Manchester & Liverpool road, -the first anniversary of the South Carolina railroad was celebrated with due honor. A queer looking machine, the outline of which was sufficient in itself to prove that the inventor owed nothing to Stephenson, had been constructed at the West Point Foundry Works in New York dur-ing the summer of 1830—a first attempt to supply that locomotive power which the Board had, with a sublime confidence in possibilities, unanimously voted on the 14th of the preceding January should alone be used on the road. The name of 'Best Friend' was given to this very simple product of native genius. The idea of the multitubular boiler had not yet suggested itself in America. The 'Best Friend' was supplied, therefore, with a common vertical boiler 'in form of an old-fashioned porter bottle, the furnace at the bottom surrounded with water, and all filled inside of what we call teats, running out from the sides and tops.' By means of these projections, or 'tests,' a portion at least of the necessary heating surface was provided. The cylinder was at the front of the platform, the rear end of which was occupied by the boiler, and it was fed by means of a connecting pipe. Thanks to the indefatigable researches of an enthusiast of railroad construction, we have an account of the performance of this and all the other pioneers among American locomotives; and the picture with which Mr. W. H. Brown has enriched his book would alone render it both -curious and valuable. Prior to the stockholders' anniversary of January 15th, 1831, it seems that the 'Best Friend' had made several trial

trips 'running at the rate of sixteen to twentyone miles an hour, with forty or fifty passen-gers in some four or five cars, and without the cars, thirty to thirty five miles per hour.' The stockholders' day was, however, a special occasion, and the papers of the following Monday, for it happened on a Saturday, gave the fol-

lowing account of it:
"'Notice having been previously given inviting the stockholders, about one hundred and fifty assembled in the course of the morning at the company's building in Line street, together with a number of invited guests. The weather the day and night previous had been stormy, and the morning was cold and cloudy. Anticipating a postponement of the ceremonies, the locomotive engine had been taken to pieces for cleaning, but upon the assem-bling of the company she was put in order, the cylinders new packed, and at the word, the apparatus was ready for movement. The first trip was performed with two pleasure cars attached, and a small carriage, fitted for the occasion, upon which was a detachment of United States troops and a field piece, which had been politely granted by Major Belton for the occasion. The number of passengers brought down, which was performed in two trips, was estimated at upward of two hundred. A band of music enlivened the scene, and great hilarity and good humor prevailed throughout the day.'
"The 'great hilarity and good humor' of

this occasion no one can doubt who studies the supposed contemporaneous picture of it contained in Mr. Brown's book. The pleasure must, however, have been largely due to novelty, inasmuch as a railroad journey on a 'cold and cloudy' January day, performed in 'two pleasure cars' between which and an 'oldfashioned porter bottle' of a locomotive, puffing out smoke and cinders, there was nothing but a 'small carriage' fitted up to carry 'a field piece,' while a band of music enlivened the whole—taking all these ingredients together, it would not at this time seem easy to compound from them a day of high physical enoyment. But the fathers were a race of sim-

pler tastes.

"It was not long, however, before the 'Best Friend' came to serious grief. Naturally and even necessarily, inasmuch as it was a South Carolina institution, it was provided with a negro fireman. It so happened that this functionary while in the discharge of his duties was much annoyed by the escape of steam from the safety-valve, and, not having made himself complete master of the principles underlying the use of steam as a source of power, he took advantage of a temporary absence of the engineer in charge to effect a radical remedy of this cause of annoyance. He not only fastened down the valve lever, but further made the thing perfectly sure by sitting on it. The consequences were hardly less disastrous to the 'Best Friend' than to the chattel fireman. Neither were of much further practical use. Before this mishap chanced, however, in June, 1831, a second locomotive, called the West Point,' had arrived in Charleston; and this at last was constructed on the principle of Stephenson's 'Rocket.' In its general aspect, indeed, it greatly resembled that already fr

rangement of their homes. Their daily work is a matter of care and worry, a shining example of labor never done, mainly because of this absolute lack of routine or system. Business men, and even those more unsystematic mortals, the professional workers of our time, appreciate the great assistance of a natural arrangement of their work, an arrangement in which each duty, with its manifold small accompaniments, has its own time and place for accomplishment. It is to help women to systematize their work that this page of plain words is prepared.

The floor of the kitchen and dining-room should be brushed after every meal, the side-board rearranged, and the table prepared for the coming meal. This is an important matter when the housekeeper attends personally to the dining-room. The receptacles for sugar, salt, the various table sauces, etc., the glasses, silver, uapkins and cutlery may be placed ready for use, and the table prepared ready for the water, bread, etc., and then covered with a clean cloth large enough to protect it entirely from dust and disarrangement.

The next question to be decided is the character of the noonday meal, whether luncheon or dinner, because upon this point depends the arrangement of the forenoon's work. If a noon dinner is required those dishes of it which occupy several hours in cooking must be prepared directly after breakfast, those taking the longest time for preparation being put first over the fire, so that all will be done at the same time.

The golden rule in housework should be "make no extra work." Have a system of living, and maintain it. Have a place for everything, and keep everything in its place. Near the entrance door have suitable holders for coats, hats, wraps, umbrellas, canes, over and outdoor shoes, etc., and see that they are kept there. In the sitting-room have a special table for books, magazines, papers and writing materials, and insist that they shall be put there instead of being left where they drop from the reader's hands, only to be picked up by the tired housewife day after day. A mat and scraper properly used will save much labor of sweeping dirt out of the house; impress the fact upon all the household that the outdoor dirt cannot remain in the house, even if it is brought in on the shoes.

If family life is begun under these conditions, and if the question of order is also made one of affectionate consideration it will soon become second nature.

In the early years the wife, and later other members of the family, will in the morning open the sleeping-room windows before going to the kitchen or dining-room, and place the bedding in the sun and air, or on stormy days admit the necessary ventilation. Even when time is limited five minutes is well spent in a arranging the sleeping-room that it may be put in order directly the down-stairs worl reaches its first stage. After the bedrooms are in order the regulation of the rest of the hous is in order. In the writer's early housekeeping days she adopted the plan of renovating on room every day, instead of making a regula sweeping-day, taking a clear day for washing the windows.

The best method for cleaning windows i the polishing by whiting or powdered chalk first applied upon a wet cloth or paper and then with a dry one. In the absence of whit ing a few drops of alcohol or ammonia on a damp cloth which does not shed lint, will re move all spots, and the glass can then be pol ished with chamois skin. A few drops of household ammonia on a cloth will remove finger-marks from paint and mirrors. A soft cloth dampened with kerosene will take all the spots from polished furniture, and the odor very quickly is dissipated by a draught of air. A soft brush will free all the carved work from dust. For the carpet a little damp sawdust or tea-leaves, or a sprinkling of salt will brighten the colors, clean the fabric, and keep down the dust. Of course, now nearly every housekeeper knows the advantage of using a carpet sweeper for the saving of her strength and of the carpet.

Another disagreeable feature of bousehold work is the care of kerosene lamps, for ever where houses are supplied with gas, reading lamps are often preferred on account of their steady white light. By exercising great neat ness in handling the oil, and keeping all cloth and trimming implements on a large tray exposed to the air but little odor of oil will be perceptible. After trimming the lamps ture the wicks down below the top of the burne to avoid the slight overflow of oil white makes the tops of the lamps greasy when the state of the state of the lamps greasy when the state of the supplementation of the lamps greasy when the state of the state

wicks protrude.

After the lamps are filled do not stand the in a warm place lest sufficient gas be gere ated to cause an explosion, over the stove, instance, or upon the hot mantel-shelf, and not continue to burn a half-empty lamp for \$ same reason. It seems almost incredible 🞏 any one should attempt to fill a lamp while is lighted, or in the immediate vicinity of flame, but frequent accidents attest the neces sity for this caution. Remember, then, the heat generates from the oil a volatile g which ignites at any neighboring flame, ar explodes with most disastrous consequence It is not the oil which explodes. A lighte match can be thrown into good oil withou causing an explosion. In case of an accider by the ignition of gas from spilled keroser oil do not attempt to quench the flames wit water; it only provides additional fuel fithem. Either smother the fire with woole carget or heavy woolen cloth, or throw sand dry flour upon it to absorb the oil and destre the evolution of gas from it. Some fire grea ades and hand fire-engines contain a chemic composition which quenches flame upon con tact with it, but there is safety in the flour an woolen cloth.—Juliet Corson.

did not move in the new departure until 1834, and France was slower yet. The fact is, however, that those countries did not feel the need of the railroad at all in the same degree as either England or America. They already had excellent systems of roads, which sufficed for all their present needs. In America, on the contrary, the roads were few and badly built; while in England, though they were good enough, the volume of traffic had outgrown their capacity. America suffered from too few roads; England from too much traffic. Both were restlessly casting about for some relief. Accordingly, all through the time during which Stephenson was fighting the battle of the locomotive, America, as if in anticipation of his victory, was building railroads. It might also be said that there was a railroad mania. Massachusetts led off in 1826; Pennsylvania followed in 1827, and in 1828 Maryland and South Carolina. Of the great trunk lines of the country, a portion of the New York Central was chartered in 1825; the construction of the Baltimore & Ohio was begun on July 4th, 1828. The country, therefore, was not only ripe to accept the results of the Rainhill contest, but it was anticipating them with eager hope. Had George Stephenson known what was going on in America he would not, when writing to his son in 1829, have limited his anticipation of orders for locomotives to 'at least thirty."

And so the railroad was born, with an accident for a birth-mark, and all the nations of the world had a fair start together in the construction race.

Let us see the result in 1890, sixty years later. Remember the Old World had the people and the accumulated wealth of centuries. We had but few people (population in 1830, 12,860,702, about one-fifth of our number now) and they had all they could do to keep from starving or freezing to death. Bear in mind also, the building of a railroad is no holiday picnic. It requires time, toil, and money, each mile of our railroads having cost an average of \$60,000—a small fortune. Then think of the engineering difficulties,-the mountains to climb or pierce by tunnels, the valleys to fill or span, the great rivers, so many of them, to bridge, and the cost of entering large cities against powerful opposition.

For the first twenty years (1830-1850) our railroads were built with a thin, flat bar of iron laid on stringers, and these bars had a playful way of curling up into "snake heads," so called, running up through the bottom of a car and pinning a passenger to the roof. With the advent of the T rail all this superstructure had to be thrown away, and the roads practically rebuilt. Fortunately only 9,000 miles had been constructed.

Even the iron T rail later was found inadequate for the increasing weight of trains, and rails had to be renewed so frequently that a great black cloud of bankruptcy was growing portentous over our entire system of railroads when, in 1862, Henry Bessemer, an English engineer, invented the steel rail and averted the impending ruin. English steel rails came to us in 1867, costing \$150 per ton. But that did not last long; for many years our own great iron mills have been turning them out at \$30 a ton. A steel rail will outwear ten to twenty iron rails, according to the volume of business passing over it.

Superintendent Porter, of the Census Bureau, gives the railroads of the world in 1890 as 370,281 miles,—enough to girdle the globe nearly fifteen times. The latest estimate of the population of the world that I have seen is 1487½ millions, of which about 65 millions (less than 4½ per cent.) live in the United States. Yet in 1890 the United States had more than 44 per cent. of the railway mileage of the world, and exceeded by 3,942 miles the entire mileage of the Old World.

Population of countries having any M. H., oaly 10,000 pop.

Rurope . 136,865 miles, 326,526,coo Asia . . 18,798 miles, 712,118,000 Asia . . . 18,798 miles, 712,118,000 5.13

159.665 1,076,429 000 A total of 6.74

U. S. . . 163,597 miles, 62,947,714

Miles of R. B. per 10,000 pop. 1

China, with a population of 382 millions, has but 124 miles of railroad, not enough to reach from Cleveland to Columbus. Canada, with an area exceeding the United States by 114,000 square miles, has but 4½ millions people and 13,322 miles of railroad. No wonder the young men leave so slow a country and flock to the United States.

Or, take the two hemispheres of the world: The Bastern hemisphere, on which dwell 92 par cent. of the population of the world has 170,792 miles of railroad, being 46 per cent. of the whole.

The Western hemisphere, having but 8 per cent. of the population of the world has 199,-489 miles of railroad, being 54 per cent. of the whole.

Surely the comparatively few people on the Western hemisphere may, without boasting, adopt the exultant greeting of Virgil to his friend,—"Horace, senex puer! Nullae muscae in nobis." (Horace, old boy! There are no flies on us.) They have not only built this vast network of railroads, but their enormous capitalization of nearly ten billions dollars is, for the most part, held by our own people; and this does not include the millions that were lost by foreclosures by bondholders wiping out the original stockholders. To illustrate, the present preferred stock of the Northern Pacific R. R. is selling at 39 cents on the dollar, but it represents the original 7.2

"The railroad mileage of Connecticut is greater according to area than any country of Burope, except Belgium; Delaware, Illinois, Iowa, Massachusetts, New Jersey, Ohio, and Pennsylvania have, each of them, a larger trackage to the square mile than Germany, France, or Holland, and each of the states, except Iowa and New York, has a larger relative trackage than Great Britain. Despite the tendency toward consolidation, which of late years has been marked in all lines of business, there are 1.785 separate railroad companies in the United States."

The Old World seems to be in as great a quandary to find a new place for a railroad as we are, as I noticed recently a newspaper item to the effect that France intends to build a railroad across the desert of Sahara to strengthen herself in Algiers, and that a survey had reached Oasis No. 1. a distance of 125 miles.

That would be a delightful summer trip, excelling even our own alkali plains on the Union Pacific. Their locomotives or tenders will have to carry a large supply of water, and sand plows will be used instead of snow plows. The traffic will consist of-what? I can think of nothing, unless it be French zonaves.

A unique and picturesque episode in railroad construction is the opening for business last September of the Joppa & Jerusalem R. R. in Palestine, an interesting account of which appears in "Scribner's Magazine" for March. Although only a short road (fifty-three miles) it took more than thirty years of talk and two years of work to build it. It seems almost sacrilegious for a brakeman at Joppa to call out, "Passengers for Lydda and Jerusalem will take the forward car."

The oldest nation on the globe, Egypt, has 900 miles of railroad and the traveler there is greeted with the familiar cry, "All aboard for the Pyramids and Sphinx " One almost wonders if it would not make the Sphinx give a three foot wink just once to see one of our 500 ton passenger trains rush past at a speed of a mile a minute, and ask "what was that?" Fortunately, in this iconoclastic time, the Sphinx cannot be transported to the World's Columbian Exposition at Chicago, and be fitted up with an elevator and a restaurant inside his great, two-story head, where John and Susan on their bridal tour could fill up with pie and lemonade.

While much more might be said about railroads, this is quite enough for one dose, so I come to a full stop right here, leaving you each, in your own mind, to work out the proposition—" Let X = the value of this talk about railroads."

MILES OF RAILROAD IN UNITED STATES BY DECADES.

Dec. 31st.	1830
3,	1840 2,818
	1850 9,021
	1860 30 626
	1870 52.922
	1880 93,296
	1890
	1892 174.757
	1900 200,000?

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F. J. CHENEY & CO, Toledo, O. We the undersigned have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by their firm. WEST & TRUAX, Wholesale Druggists, Toledo,

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#### To Amend the Interstate Commerce Law.

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©EPRESENTATIVE Patterson, of Tennessee, introduced a bill in the House, on October 17, to ammend the Interstate Commerce Act of February, 1887, so as to make it unlawful for competing common carriers to enter into contracts for the purpose of dividing the profits or net earnings derived from their traffic, except when the contracts are previously made in writing, approved by the Interstate Commerce Commission and filed therewith; but any such contract is to remain in force only so long as the Commission may deem proper. If at any time the Commission considers its advisable to withdraw its approval, the parties to the contract are to be motified and thereupon their contract must cease to be lawful.

A bill introduced in the Senate by Senater Lodge, of Massachusetts, requires that the value of each share of stock of any public carrier engaged in the business of interstate commerce be reduced to one dollar, for the purpose of increasing the number of stackholders; and that the companies' theusand mile tickets to its stockholders be sold at enclass cent per mile, for the purpose of inducing the stockholders to patronize their own seeds.

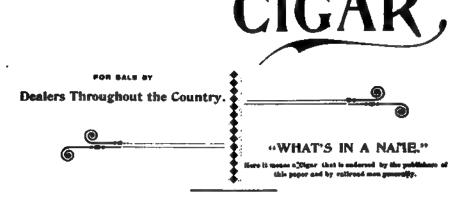
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50	Box,	8	50	
10	) Box,	đ	25	

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CLEVELAND, O.

#### Our New England Letter.

(From our Regular Correspondent.)

"World's Pair" business has been the only redeeming feature in the business depression, otherwise manifest in New England railroad circles. The rush to Chicago during the past six weeks has been simply enormous. The reason of this is not hard to explain; many people had made up their minds that rates would come down in October, and this thought in connection with cooler autumnal weather has swollen the army of pilgrims to the "White City" an almost incredible extent. Almost every one has taken a glimpse at the wonders of the great exposition, and to-day the man who has not been is almost a curiosity, I am one of the curiosities. The election of Lucius Tuttle to the presidency of the Boston & Maine railroad was foretold a month ago, but the dropping of the Jones faction from the directory was a genuine surprise to the public. Just what the policy of the new administration will be, is not yet outlined, but that some important changes are to be made in the operating department of the road is universally conceded.

John Adams is to return from the general superintendency of the Fitchburg R. R., November I, and he will be succeeded by Asst. General Superintendent, W. D. Ewing. Mr. Adams has been connected with the road for forty years having served as machinist, conductor, purchasing agent and superintendent. He is a man universally respected by the employees of the road, and by the general public. A man of excellent judgment, always considerate of those under him, and at all times conrteous in his connection with the public he has won a warm place in the regard of those fortunate to come in contact with him.

Mr. Ewing, his successor, is a railroad man of thorough experience and with many qualifications for the position.

The annual outing of the New England R. R. Agents' Association took place Oct. 10th to 12th. About 75 members and their wives constituted the party; the trip was a pleasant success. The party went to New Yor's by the Providence line of steamers, thence to Albany on the day boat up the beautiful and picturesque Hudson in Albany the party spent the night and the various points of interest were visited, the party were received at the state capitol by Governor Flower, and left for Boston over the Boston & Albany R. R. early in the afternoon.

It was a pleasant outing and thoroughly enjoyed by all participating.

#### NOTES.

Many New England agents are becoming members of the Railway Agents' Association of America.

The American Order of Trainmen are holding their annual convention in Boston this week.

E. E. Nutting has been appointed agent at Schaghticoke. N. Y., for the Fitchburg railroad.

Burglars entered the New York, New Haven & Hartford depot at Lee Mass., Oct. 2, and stole over five hundred dollars.

The following are recent appointments on the Boston & Maine R. R.: So. Amherst, W. R. Meikle; Barre, C. A. Bogne; Broadway, Malden, J. A. Robinson; Middleton, D. I. Nash; Andover, C. A. Hasseltine; Westboro, Dan'l Kelliher.

The ticket office of the Boston & Maine R. R. at Shilton, N. H., was broken into Sept. 26, and \$3.50 stolen.

An attempt was made to wreck the boat train on the New London Northern R. R., on the evening of Sept. 30, fortunately the attempt was a failure.

The downfall of John M. Washburn, treasurer of the Old Colony R. R. Co., late in Sept., when it was revealed that he had misappropriated the funds of the company, was a great shock to the railroad community, and to the general public.

G. A. R.

#### From Across the Sea.

It will be remembered by our readers that we mentioned some time in July that Dr. G. F. Webb had received an order for one of his electro-medical appliances from a gentleman in the far of country of Tasmania, an island in the Southern Ocean south of Australia. Nearly 12,000 miles of circuitous traveling by land and sea must be made to reach this country; and yet, to-day, Dr. Webb received a letter from the gentleman, which, in earnest language, speaks of the appreciation of this most popular and efficient invention, even from far distant lands.

#### Texas Scalpers Law Unconstitutional.

In the case of the State of Texas vs. Martin Mercer, charged with the violation of the anti-scalper law, passed by the last legislature of Texas, district judge Brashear at Houston on October 6, rendered a decision declaring the act unconstitutional and void, and discharging the appellant for custody.

It opens up the court to hear and decide this new right, and to advance the case for speedy trial, with power to operate the business by a receiver when that is necessary, pending the hearing.

It provides for an orderly and peaceful, safe and certain way of settling disputes without cannons and rifles and the shedding of blood.

It holds above the managers of corporations and their men as well, the certainty that their relations and behavior to each other may be investigated in court, and solemn judgment pronounced upon the rightfulness or wrongfulness of their behavior.

It certainly will promote the interests of corporations, to require them when ill-disposed to be ressonable toward their employees. It is a mistake to suppose that corporations are in the end to be benefited by a course of conduct which the general public and the courts condemn as unressonable.

It exposes them a prey to the extravagance of juries, that punish them by unjust verdicts, and make their existance a perpetual war with a public sentiment which accuses them without mercy of being unreasonable, when they have no chance to excuse themselves by a fair trial of any particular complaint.

This will save the need and the facts of strikes, and render easy a speedy and final settlement of all complaints, a saving of vast sums to the corporations which strikes cost by the interruption of their business.

A measure so just to all, so safe in its enforcement, so beneficial to every public and private interest, we hope to see adopted in every state in the union.

This is a step in the direction of a practical solution of the labor question.

No other question is of such vital and wide spread interest, and we are satisfied that there will be found no other way to solve it, but by statutes which shall create into legal rights what, in cases of dispute between corporations and their employees, the general sense of all good citizens agree in wishing were their legal rights.

There is proposed in the bill no invasion, either of contract rights or the free right to contract. Neither can it ever be said to be unreasonable that it should be exacted of men that they should perform their contracts.

If they make contracts, they must not afterwards ask the public to aid them in escaping their performance.

The bill deals with those cases, where employment is without any special contract, and where men without legal rights under contracts of employment are unfairly or unreasonably dealt with by corporations by which they are employed. The rule of law would come in, to require reasonable treatment in those particulars not provided for by contract between the parties.

Nor can there be any constitutional objections to the bill. It applies to all corporations in the state, and is general in its operation.

The constitution has left in the legislature, the power to alter or repeal the laws relating to the creatures of the state, and if these laws may be repealed entirely, so may the legislature, when the peace and the prosperity demand it, require that in the exercise of one part of their corporate power, they should not do those things which are not reasonable, to the injury of others, or to the distruction of the public peace.

We may safely rely, that in the repeated complaints of the industrious and laboring people of the state, we hear the language of truth.

Inured to toil and privation, they do not complain without a grievance.

In the universal clamor in the ears of legislators for special advantages, let us have a care for the cry of distress, and the appeal for justice; and let us write it in the statute law of every state, that, it is unlawful to be unreasonable in the treatment of laborers by corporations.

#### Railroads and Railroad Men.

O[NDER the above caption the Chattanooga Tradesman says: No corporations of the civilized world are so mercilessly criticised as are the railway companies of the United States. The Tradesman has done its share of this animadverting, but it has always endeavored to criticise with discrimination, to point out that which was wrong, unfair to the public, and we have not been slow to commend where praise was due. Now it is, of course, a fact that railroads, like other concerns of a material kind, are built and operated to make money for their owners. It is equally the truth that, though the record is something marred by selfishness, by the spirit of greed, and the motive of speculation, that but for our magnificent system of railways the country would not possibly contain more than a third of its present wealth and half its population. The railroad has made possible the rapid settlement and development of the vast domain lying west or the Mississippi. It were quite safe to say that, but for the railroads that cross it in every direction, this great territory would

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CITY OF MOXICO.

Chicago and Grand Trunk Railway. General Freight Department.

CHICAGO, ILL., Oct. 3rd, 1893.

R. W. WRIGHT, Eso., Grand Sec'y, R. A. A., Cleveland, O.

DRAR SIR: -On my return from the Rast this A. M. I find your favor of the 11th ult. advising me that I have been elected an honorary member of your association, for which courtesy I desire to thank you. As soon as I can get a few minutes to spare I will read over the rules of the association as also the pamphlet which you enclosed, and I have no doubt that I will find the object of your organization Yours very truly, a good one.

DAVID BROWN, G. F. A.

Iowa Central Railway Company. Traffic Department.

MARSHALLTOWN, IA., Nov. 6, 1893.

R. W. WRIGHT, Esq., Railway Agent's Ass'n, Cleveland, O .

DEAR SIR :- I beg to acknowledge receipt of your favor of Sept. 16th, enclosing a certificate of membership in your association until Dec. 31st, 1893, and for which please accept many thanks. I have fead the pamphlet you sent me stating the object of your association, and I am fully convinced the organization should receive the support of all railway officials. In our department we are especially depending largely on the local ticket agent for our business, and I fully appreciate the im-portance of their position. Trusting the Trusting the organization will have unbounded success and again thanking you, I am,

Yours truly, THOS. P. BARRY, G. P. A.

Chicago & Alton R. R. Gen'l Pass and Tkt Department.

CHICAGO, October 26, 1893.

R. W. WRIGHT, ESQ, Grand Sec'y & Treas., R. A. A., Cleveland, O. DEAR SIR :- I beg to express my sincere

thanks for the honor which has been done me in electing me an honorary member of the Railway Agents' Association. I had hoped to have had an opportunity of personally expressing my thanks to you when you were here the other day, but you got away in such a hurry, that I did not see you again.

Yours truly, J. CHARLETON, G. P. & T. A.

The Missouri Pacific Railway Company. ST. Louis, Mo., Oct. 31, 1893.

MR. R. W. WRIGHT.

Grand Sec'y, R. A. A., Cleveland, O.

DEAR SIR: -- Your kind favor of Sept. 16th, enclosing an honorary membership in your association, as well as a traveling card for the current year and a pamphlet setting forth the objects and policy of your organization, was duly received, but owing to several protracted trips since that time, have withheld acknowledging receipt until I should have an oppor-tunity of looking over the pamphlet, etc. Have hurriedly looked through the book today, and the impression received therefrom is that the object of your association is a very

deserving and commendable one, and I wish you every success.

> Yours truly, H. C. TOWNSEND, G. P. & T. A.

The Cincinnati, Jackson & Mackinaw R'y Co. Office of Gen'l Fr't & Pass. Agt.

Toledo, O., Sept. 30, 1893.

R. W. WRIGHT., Esq,

Grand Sec'y R. A. A., Cleveland, O.

DEAR SIR:-I beg to acknowledge with thanks the receipt of your esteemed favor of the 11th inst., inclosing certificate of honorary membership in the Railway Agents' Associa-tion, and traveling card for the remainder of the current year. Wishing the association continued growth and success, I am,

Yours very truly, T. C. M. SCHINDLER, G. F. & P. A.

#### An Advocate of Organization.

MHE following correspondence is self-explanatory. It is only one letter out of hundreds that are received from agents, both in and out of the association, and shows the sentiment of agents in regard to organization. The reply of the Grand Secretary is in line with the policy of the organization, and may be of interest to members. Certain it is that the present policy of the organization, if persisted in, will win in the long run, but we must have unanimity of action and something more than the half-hearted support which has been given the association by many members in the past:

#### R. W. Wright, Grand Secretary R. A. A., Cl veland, O.

DEAR SIR.- In reply to yours of the 14th, I am afraid I shall not be able to be present at the Boston meeting. I have only one man, and he is not an operator Rel'eving agents are busy elsewhere, and I don't expect a vacation until October, but I should be very glad to see a strong New England division formed. We must have something of the kind if we get justice on this road at least. It is the policy - if a vacancy or change comes to s. A number of such cases have of the . cut salaries. occurred lately among the agents. Take my own case, for instance. My predecessor was paid \$1.50 per day and commission on express of about 25c per day. I had to take the station at \$1 25 and commission, but was promised the \$1 50 at an early date. I have since had two small advances, but only receive \$4.50 for commission now, after nine years service, while in the meantime the earnings of the station have more than doubled. I learned telegraphy, and this has been made a regular telegraph station, and as it is single track, that means considerable more responsibility and work, but no more pay. No overtime is allowed or Sunday pay, while if a conductor, brakeman, engineer or fireman works overtime he is paid for it, some brakemen making from two to three times more than my salary. Why? They have a strong organization. They have

You remember that message you received to "report at my office at once," signed by the superintendent. How you rushed to your home, and donning your best hurried back to catch the train that would carry you to what, you didn't know. How you builded . fairy castles as the train rattled along. How you announced yourself at "the office" and were told to "be seated as the superintendent was busy"-how your heart thumped and thumped as you held your hat and studied the walls, and the ceiling, the wonderful charts and maps, saw the clerks come and go with papers and letters, in and out, and in and out, and those moments seemed hours until your name was called, and in a daze you followed your escort into the presence of the great man. How peace settled down on your being at the hearty hand shake and pleasant smile and greeting, and in your inmost heart you worshiped him as you did your own father. And how soon-too soon for you-the interview was over, and you held in your hands the letter that gave you promotion.

Do you remember the inward resolve you made, that if success crowned your efforts you would try and repay the kindness of that man. if in no other way than by extending to your fellowman the gentle courtesy exampled by him? As you sit in your office today after years of service varied and exacting, one of the brightest apots of all that past, are those days filled with ambitious air castles, and the sunlight of those kind salutations which were so grandly bright are pictures more pleasantly real than all the honors that have been bestowed upon you since. Have you forgotten that pledge, and do you today make glad the heart of the humble worker? You can increase his recompense with a coin no mint can produce or counterfeit, the golden kindness that blesses and enriches the giver as well as he who receives. Do you do it?"

If yours experience has not taught you this lesson, and as you are traveling the way of life towards its sunset, and wish to add new laurels to your life, as well as success which position cannot give, pleasure that money cannot purchase, this way is open and clear, brighten the lives of your subordinates, and they will enthrone you in their hearts, and you will find a pleasure in the cares of office that will more than repay you in lightening the burden of duty and responsibility.

Oh! what a rush and push there is for place and power and pelf—all for the gold that we think will enhance our comfort and pleasure. And amidst it all the golden moments shine, too often unheeded, the present pleas-

cast aside, "We'll dig a little longer in the earth for gold and then we'll rest," we say, and fortunate we shall be if life be not too much deadened in the strife, or lost, before the wished for day arrives.

To those who are today at the bottom of the ladder, I would say, some day you shall assume the burdens of office, your day dreams picture that possibility in brightest colors. What a tinge of ambitious glory surrounds the very thought of the possibility, and you think realization must be assuredly more grand; mark well, the comfort and success of of larger trust means the mastering of the thousands and thousands of little details which every day brings. Your dreams picture the outlines of the fairy castle, grand and beautiful in its proportions, towering toward the sky; thus we dream and thus we plan; but in realism to build beautiful structures or to paint beautiful pictures means conception of proportions and knowledge of details, it means days of patient and exacting thought and toil, but there is no greater or more perfect pleasure than the heartfelt satisfaction of deeds accomplished and duties well performed.

The Western Passenger association lines have agreed on a rate of \$65.50 from St. Paul and Missourl river points to California tourist points and return. The tickets will have a fifteen day transit limit and a final return limit to April 10. The same rate will prevail from Duluth and Ashland to Spokane and Portland.

#### Medals for the Reliable.

The Reliable Incubator & Brooder Co., of Quincy, Ill., have been awarded highest honors, medal and diploma on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Reliable was the only incubator from the incubator city of Quincy that competed for the prize. We congratulate them on their success.

#### Always Mentioned.

Travelers via the popular Nickel Plate road never fail, when speaking of the pleasures of a trip over that line to compliment its dining car service.

The Union Pacific has given notice that to meet the action of its transcontinental competitors it will be compelled to pay regular commissions on October business east bound from California points. At the same time it renewed its assurance that its withdrawal from local associations did not mean that it intended to demoralize either rates or commissions

all, and more than all, that has been claimed for them in Fourth of July orations. It must be added, with regret, that the soil which produces enormous crops has also borne a generous yield of demagogues and theorists. Men who have never done anything to benefit the country manage to get themselves elected to Congress, and do all in their power to injure Granting that their intentions may be good, their stubborn refusal to look at facts and their idolatrous devotion to theories make them blind leaders of the blind. An ignorant foreigner may, and often does, acquire a great deal of sound, practical information, but a scholar who has been drilled into repeating a few shibboleths, and who never concedes the fallibility of his instructors or text-books, is a hopeless case. Many of the alleged statesmen who seen to overturn the economic system of the Union can write and speak with facility and good taste. It is to be regretted that they should wish to legislate against America and for Europe.

On no question were the early statesmen of the republic more thoroughly united than on the proprety of guarding home industries against the competition of European products. From the act of 1789 downwards there has never been a schedule of imports that did not recognize this principle. Yet so-called statesmanship continually brings forth speeches and essays threatening a change so radical as to be revolutionary. Exactly what will be done, nobody knows; but the fear that many duties will be abolished or greatly reduced has excited serious dread. Large orders have been withheld by men who look for cheaper prices, and new construction has been postponed by manufacturers who find it impossible to keep their existing plant in full operation. It is argued that revenue conditions will demand a conservative policy; that local interests will elefest radical alterations; that an extreme low tariff measure would be amended in the senate. and that the conservative views of the President would not permit him to sign a bill likely to work serious injury to our manufactures. There is great force in these arguments. Nevertheless a vague fear that some radical scheme will be devised has exerted a bad influence. When mills shut down or run on half time, wages of operatives are cut off or reduced. In consequence the purchases of food and clothing are lessened, the standard of living declines, the merchant finds it harder to obtain payment, the landlord finds it more difficult to collect his rents. The effect of unidustrial depression on railways may be seen and the reduced freight earnings of many lines.

If factories are closed the demand for coal necessarily slackens. If railways postpone extensions and orders for rolling stock, the lumbermen and the ore miners suffer in consequence. The Union has had a taste of what might happen in case extremists saw fit to sacrfice the interests of this country to those of producers east of the Atlantic.

Truth is often to be found in a paradox, but the claim that American wage earners are to be benefited in consequence of excessive importations of foreign-made goods, or that farmers are to reap fortunes under a policy that will lessen the purchasing power of every manufacturing town, is too absurd to stand prolonged criticism. Unfortunately, while the average man can see its absurdity, the college bred theorist is often supremely indifferent to such trifles as idle factories and silent mines. A more plausible measure is that of an income tax. The plea of taxing all men who have dared to prosper is hailed with delight, especially in localities that owe their very existence to capitalists along the seaboard, and frequently continue to owe both interest and principal many years after the loans were negotiated. One shudders at the bare thought of the eloquent appeals that will soon be made in favor of taking the burden of taxation from the shoulders of the poor, and forcing the wealthy miser to unloose the strings of his This country has tried the income wallet. tax experiment, and has found that no tax is really so unfair. Honest men pay what is due, while dishonest men find that no tax can so easily be evaded. Income taxation might conceivably be adapted to a community where all men were scrupulous, but at present there is no reason why Congress should re-establish a system that puts a premium on false oaths and imposes an additional temptation on men who endeavor to pay their lawful obligations. If the experiment had never been tried, or if its advocates were only to be found in juvenile debating schools, the case would be less surprising, but full grown men who can remember the former income-tax laws seek to restore them. Such a policy would lead foreign investors to pause and see what folly was next to be brought on the carpet. Often a bad law is so powerfully intrenched that reformers can not blot it from the statute book. But to deliberately return to a law that proved its own weakness is to discredit America in the eves of Europe.

A third scheme that is now meeting with favor among divers congressmen is the proposition to tax the shares of corporations engaged in interstate traffic. For years the west

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CITY OF MEXICO.

## A Remarkable Record.

ONDER the above caption the Philadelphia Inquirer says: The World's Fair has ended, and all of its glories are but a memory. There are some things about the exhibition, however, that will not soon be forgotten. The Pennsylvania railroad has made a record which is of more valuable than a train load of firstclass medals, and it is not a new one either. All Pennsylvanians remember with pride that during the Centennial the Pennsylvania railroad carried millions of people to the exhibition without injuring a passenger. This year its passengers to Chicago were not so numerous, but the mileage was a great deal more, and again the brilliant record is made that not a single passenger was lost of all the multitude carried an average of nearly a thousand miles each. This has been an unfortunate year for accidents. Hundreds of pleasure seekers have been lost in the most horrible kinds of col-lisions, but with that perfection of train ser-vice that has made the name of the Pennsylvania railroad a synonym all over the world for safety the patrons of that line went to Chicago and back in the most perfect safety.

This is a record that the company and citizens of the state can take great pride in, for the Pennsylvania is a Pennsylvania concern. Originally begun by the state, the road was turned over to a private corporation which has brought it to a state of development never reached by any similar company in the world. Nowhere do travelers get such comfort or so great a degree of safety. In fact it is as safe to ride on the Pennsylvania railroad as it is to stay at home—and in some respects greater.

# Completion of Busk Tunnel, Colorado Midland Bailway

FTER more than three years of continuour work from both sides of a mountain in the heart of the rockies, the two bodies of workmen have met and the great Busk tunnel of the Colorado Midland Railway, 9,393 feet long, is completed. In the original construction of the road (now part of the Atchison, Topeka & Sante Fe system) it was thought best to cross the summit of the range by the con-struction of the Hagerman tunnel, a comparatively short bore of 2,064 feet, but pierced at the remarkable elevation of 11,528 feet above the sea—the highest point reached by any railway in the country, with the exception of t branch of the Union Pacific crossing Alpine cass at an elevation of about 62 feet greater, which has not been in operation for several ears. But to reach the Hagerman tunnel the ine is compelled to take an exceedingly tortuius course with heavy grades, making it exonstruction of a longer tunnel, commencing & Busk, 723 feet lower down, it would have een possible to save seven miles of roadway md track, and obtain a straight line with modrate grade in place of the winding climb of to it miles between Busk and Ivanhoe. After the road had been in operation a few years, it was determined to make the costly change as a matter of ultimate economy, and the Busk tunnel, 1.8 mile long, built at a cost of about \$1,250,000, is now the complete result of that decision. Some time will be required for preparing the tunnel and its approaches for regular travel, but it will soon be put into service, effecting an important saving in time and operating expenses on this branch of the Santa Fe System.

Mr. C. S. Fee, G. P. A., Nor. Pac. Ry., introduced the following resolution at the convention of the General Passenger and Ticket Agents Association:

Resolved, That on coupon tickets printed hereafter the clause in regard to stop-overs be changed to read as follows: "No stop-over will be allowed unless permitted by local regulations of lines over which this ticket reads and no agent is authorized to make any representations as to what such regulations are."

In comment thereon, The Railway Age Says:

"The abolition of the stop-over privilege recently inaugurated has diminished one of the most fruitful sources of ticket scalping frauds, and the reform ought not to be hampered by any lack of good faith in carrying it out. It would appear that agents have in some cases undertaken to influence travelers by representing that stop-overs would be given notwithstanding the prohibitory agreement."

It would seem to us far better to give the agent the privilege of giving correct information as to stop overs and hold him personally responsible for any misrepresentation.

It does not seem consistant that an agent should be prohibited from giving full information to passengers.

If certain railways over which a through coupon ticket reads, allow stop overs to holders of such tickets such persons are entitled to the proper information.

The resolution does not abolish stop over privileges. Limited lickets would obviate the necessity of this suppression of lawful information.

# Valley Railway.

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	Arrive.	Depart.
Akron and Canton Akron Canton and Valley Jc. Valley Junction and Way Stations Akron Canton and Chicago Wooster and Garrett Wooster Akron, Canton and Marietta Steubenville, Wheeling, Washington, D. C., and Baltimore.	010:10 81 1 6:40 pt 0 8:00 8 1 3:00 pt	m † 7:10 am m ° 6:30 pm m † 11.00 am ° 6:30 pm

†Daily except Sunday. \*Daily. Pullman vestibule compartment sleeping cars between Cleveland and Chicago.

[The above time card was received too late for correction in its regular place.]

# "SOO=PACIFIC LINE"

—VIA—

# Soo Line & Canadian Pacific Ry.

"PACIFIC LIMITED."

St. Paul and Minneapolis

M

to Pacific Coast Daily.

	TIME TABLE AS FOLLOWS:									
Lve	ST. PAUL	7	50	p.	m.	Lve.	SAN FRANCISCO	7	00	p. m
44	MINNEAPOLIS					"	PORTLAND	9	00	a, m
66	PAYNESVILLE	12	17	8.	m.	"	TACOMA			p. m
44	GEDEN IN COL	2	00	8.	m.	"	SEATTLE	8	<b>30</b>	p. m
"	EDBOW DAKE	3	46	a,	m.	"	NEW WHATCOM	9	00	s. m
46	HANKINSON						VICTORIA		00	8. m
"	ENDERLIN	8	25	a.	m.	"	VANCOUVER	9	80	8. m
46	VALLEY CITY	9	46	a.	m.	46	KAMLOOPS	3	35	a. m
44	CARRINGTON	12	44	p.	m.	"	REVELSTOKE	10	00	a. m
"	HARVEY	2	<b>3</b> 5	p.	m.	44	GLACIER	12	40	p. m
"	MINOT	5	26	p.	m.	**	DONALD	4	25	p. m
"	PORTAL	8	<b>3</b> 0	p.	m.	"	BANFF HOT SPRINGS	10	25	p. m
	BRANDON	R	30	_		"	CALGARY	2	20	a. m
Lve.	BRANDON	-		р.	ш.	66	MOOSE JAW	9	30	p. m
Lve	MOOSE JAW		30			Lve	BRANDON	11	^^	8. m
"	CALGARY									1. m
"	BANFF HOT SPRINGS	5	20	a.	m.		PORTAL		30	a. m
"	DONALD	12	15	p.	m.		MINOT		30	a. m
66	GLACIER		55	p.	m.		HARVEY		10	<b>p.</b> m
41	REVELSTOKE	4	55	p.	m.		CARRINGTON		06	p.m
"	KAMLOOPS	11	25	p.	m.		VALLEY CITY		47	p. m
46	VANCOUVER	3	30	p.	m.		ENDERLIN		30	p. m
"	VICTORIA	9	<b>30</b>	p.	m.		HANKINSON		43	p. m
44	NEW WHATCOM	1	00	p.	m.	66	ELBOW LAKE	11	38	р. m
46	SEATTLE	11	30	p.	m.	66	GLENWOOD	1		a. m
41	TACOMA	8	00	a.	m.	"	PAYNESVILLE	8	45	a. m
. "	PORTLAND	4	00	p.		• 6	MINNEAPOLIS	8		a. m
Arr.	SAN FRANCISCO	8	15	2,	m.	Arr.	ST. PAUL	8		a. m

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MINNEAPOLIS, MINN.

New York is perhaps one of the most cosmopolitan cities in the world, and the French, the German, and the Irish types have been . freely mingled with the Anglo-Saxon ones; while some account must be taken of the Knickerbocker aristocracy- that is to say, of the descendants of the old Dutch settlers. The expert in character will at once be able to distinguish between a young lady from Manhattan and one who hails from Pennsylvania or Maryland; while journeying further West another type of American girlhood makes herself manifest in Ohio and Michigan, and so soon as the Rocky Mountains are crossed and the descent of the Pacific slope is begun yet another wholly independent type of the feminine makes its appearance. Nor, finally would the study of the American daughter of Eve be complete by even the minutest observation of the girls of the Eastern, the Middle, and the Western States. There remains the Southern girl to be dealt with; and when we approach that charming type of feminine humanity it will be found that the girls of Kentucky, those of the Carolinas, and the belles of Louisiana, Alabama, and Georgia differ among themselves quite as widely as does a Parisienne from a Provencale.

On the whole, if the American girl is to be thoroughly studied, the European student should live long in the States or make many recurring visits thereto. The existing and most current types of the American female are either stupidly conventional or wildly exaggerated, and in most cases are altogether misunderstood.

# EARLY FALL DRESSMAKING.

No startling changes will announce itself before mid winter says the Ladie's Home Journal and it is not expected that even then anything very different will appear. The quantity of velvet that will be worn this season will make a difference in the appearance of costumes, and by this time extreme styles have been toned down and the best of all, in the modiste's eyes, retained. Black is fashionable with all colors, especially in velvet or satin, and contrasting colors are more fashionable than costumes of one color. This is a gala day for those obliged to remodel gowns as materials and colors are both combined in many ways. With velvet and satin as a standby for accessories no one can go astray in " making old clothes look like new.

Sleeves are full and wide but not high. The general average for a shoulder seam in

length is now three inches and a half. Buttons will be used and show more on the front of bodices than they have done in several seasons. Many fall suits will consist of a cape, skirt and sleeveless jacket of woolen goods, with waist of changable silk. A narrow belt makes a waist look longer and smaller. Too tight a sleeve at the wrist makes the hand look large and keeps them red from impeded circulation. Put a pocket nowadays in the right hand back seam of the gored or bell skirt. Remember that accordion-plaited chiffon waists in black are very stylish to wear with black or colored skirts, and are made over a surah or taffeta lining, with jet gallon for the collar, wrists, belt and as suspended tabs ending in a fringe at the bust; or if the wearer is very slender a pretty trimming is a deep jet fringe outlining a yoke and dropping to the . waist-line in the Empire fashion. Fur will be a much worn and very stylish trimmiug, especially in brown, half-long skins. Passementerie is out of favor, except in jet. For slender figures there is a fancy at present for timming the four-yard skirts twelve inches below the waist-line with a bias fold, narrow ruffle, plaiting of ribbon or a twist of velvet, leaving the lower edge plain. Ordinary skirts are frequently trimmed with three rows of stitching four inches above the bottom, simulating a hem. Bands of open work, light weight jet are placed over bias velvet a trifle wider as a skirt decoration, but this seems like an excess of garnitures on one article. for a black silk skirt three narrow bands of lace insertion, with a color set underneath, matching the bodice trimmings, are effective

When broad across the hips do not confine the gathers at the back of your skirt in too small a space. Neither have the front or sides of too close a fit. A tablier or panel front gives a taller appearance, and is rapidly returning to fashion again. This is always of a contrasting material, and is twenty inches wide at the bottom and fourteen at the top, with two or four darts at the belt, according to the shape of the figure. Unless very tall a stout figure looks better without any trimming on the lower edge of the skirt. Wear the puffed sleeves with moderation, guiding the scissors when cut out. Avoid too high a colar; have the darts very tapering at the waist-line, and the back one very much on the bias. If over thirty inches waist measure and forty-two inches bust use a bodice pattern having two narrow side gores in place of one; all pattern houses issue such a design.

The subject of pure wool versus cotton and wool is too extensive to be spoken of at any

the house-mother, while a low, sweet voice, that excellent thing in a woman, greets him with words that ripple over the fevered spirit like cool water. The man who can nurse a bad temper after that deserves to smart for it. There is no place on earth into which a man can go with such perfect assurance that he will feel the shadow of healing as into such a home as that. It is the very gate of heaven. -Selected.

## PARENTAL EXAMPLE.

Parents habitual conduct has more influence upon their children than their most positive precepts. If parents neglect to govern their own tongues, children will neglect to govern theirs. If parents neglect to govern their own tempers, the children will neglect to govern theirs. If parents neglect to treat their superiors, inferiors and equals with proper respect, children will follow their ill example. If parents disregard and violate the Sabbath, children will do the same. If parents trample on the laws of the land, the children will be anwholesome members of society. If parents are given to vanity, children will become still more vain in their feelings and appearance. In short, children will be more influenced by the example of their parents than by all their instructions and restraints. It is the want of good example more than anything else that so often defeats parental instruction. -Golden Censer.

## THINGS A WOMAN CAN DO.

Of the modern daughter of Eve a Boston paper says:

She can say "no" in such a low voice that it means "yes."

She can do more in a minute than a man can do in an hour, and do it better.

Six of them can talk at once and get along first rate, and no two men can do that.

She can throw a stone with a curve that would be a fortune to a base ball thrower.

She can safely stick fifty pins in her dress while he is getting one under his thumb nail.

She can appreciate a kiss from her husband seventy-five years after the marriage ceremony was performed.

She can come to a conclusion without the slightest trouble of reasoning on it, and no sane man can do that.

She can walk half a night with a colicky baby in her arms without once impressing the desire of murdering the infant.

She is as cool as a cucumber in a half dozen tight dresses and skirts, while a man will sweat and fume and growl in a loose shirt.

She can talk as sweet as peaches and cream to the woman she hates, while two men would be pounding each other's head before they had exchanged ten words.

She can drive a man crazy in twenty-four hours and then bring him to paradise in two seconds by simply tickling him under the. chin, and there does not live that mortal son of Adam's misery who can do it.

# Our General Freight Agents.

ILLIAM HENRY JOYCE, general freight agent of the Pennsylvania railroad, whose picture we place as a frontis illustration in this issue, was born at Baltimore, Md., September, 1854. Mr. Joyce entered the railway service when fifteen years of age, commencing with the Northern Central railway as clerk in their local freight office at Philadelphia. In 1874 he was promoted to a clerkship in the general freight office of that company. In 1878 was again promoted to the position of chief clerk, and in 1882 was made division freight agent of the Northern Central and Baltimore and Potomac. In July, 1885, he accepted service with the Pennsylvania railroad as coal freight agent, a very responsible position, as the coal interests of that company were very large. In 1888 Mr. Joyce was made general freight agent of the P. R. R.

Comparatively a young man, not yet turned the fortieth milestone of life, he has won his promotion and recognition through years of application to the intricate detail of freight

The "Senior Class" in the great school of railroading to day are those who have passed through all the lower grades.

The wonderful combinations of facts and figures, the intricate mechanism of the freight traffic of our great railway systems, as they touch and are influenced by their surroundings, other railways and business enterprises, as well as legal requirements and restrictions, require master minds—generals and minor officers-trained and harmonious in action to accomplish successful results.

The Pennsylvania railroad, one of the oldest in the land, have adhered to the policy of

promotion from the ranks.

They show their farsightedness therein, for there are embryo presidents and general officers among their minor employees to-day, and every one of them bears the burden of small pay and long hours cheerfully, for they feel, that aside from the salary, they are appreci-ated, and will be awarded more substantially when opportunity offers. And to be a general in that well drilled army, "the P. R. R.," is an honor around the world.

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Mechanical Treatment, Deformities and Ruptures, Spinal Curvature, Spinal Appliance, Abdominal Supporters,





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# Our New England Letter.

(From our Regular Correspondent.)

'orld's Fair " business has been the only sing feature in the business depression, ise manifest in New England railroad . The rush to Chicago during the past zeks has been simply enormous. The of this is not hard to explain; many had made up their minds that rates come down in October, and this thought nection with cooler autumnal weather ollen the army of pilgrims to the "White an almost incredible extent. Almost one has taken a glimpse at the wonders great exposition, and to-day the man as not been is almost a curiosity, I am the curiosities. The election of Lucius to the presidency of the Boston & Maine d was foretold a month ago, but the ng of the Jones faction from the direcvas a genuine surprise to the public. hat the policy of the new administraill be, is not yet outlined, but that some tant changes are to be made in the ing department of the road is univeronceded.

n Adams is to return from the general ntendency of the Fitchburg R. R., Nor I, and he will be succeeded by Asst. al Superintendent, W. D. Ewing. Mr. has been connected with the road for ears having served as machinist, conpurchasing agent and superintendent. a man universally respected by the ems of the road, and by the general public. I of excellent judgment, always considif those under him, and at all times ons in his connection with the public he ma warm place in the regard of those ate to come in contact with him.

Ewing, his successor, is a railroad man rough experience and with many qualms for the position.

s annual outing of the New England R. ants' Association took place Oct. 10th to About 75 members and their wives cond the party; the trip was a pleasant s. The party went to New Yor's by the lence line of steamers, thence to Albany day boat up the beautiful and pictur-Hudson in Albany the party spent the and the various points of interest were I, the party were received at the state I by Governor Flower, and left for Boser the Boston & Albany R. R. early in termoon.

was a pleasant outing and thoroughly d by all participating.

### NOTES.

Many New England agents are becoming members of the Railway Agents' Association of America.

The American Order of Trainmen are holding their annual convention in Boston this week.

E. E. Nutting has been appointed agent at Schaghticoke. N. Y., for the Pitchburg railroad.

Burglars entered the New York, New Haven & Hartford depot at Lee Mass., Oct. 2, and stole over five hundred dollars.

The following are recent appointments on the Boston & Maine R. R.: So. Amherst, W. R. Meikle; Barre, C. A. Bogne; Broadway, Malden, J. A. Robinson; Middleton, D. I. Nash; Andover, C. A. Hasseltine; Westboro, Dan'l Kelliher.

The ticket office of the Boston & Maine R. R. at Shilton, N. H., was broken into Sept. 26, and \$3.50 stolen.

An attempt was made to wreck the boat train on the New London Northern R. R., on the evening of Sept. 30, fortunately the attempt was a failure.

The downfall of John M. Washburn, treasurer of the Old Colony R. R. Co., late in Sept., when it was revealed that he had misappropriated the funds of the company, was a great shock to the railroad community, and to the general public.

G. A. R.

## From Across the Sea.

It will be remembered by our readers that we mentioned some time in July that Dr. G. F. Webb had received an order for one of his electro-medical appliances from a gentleman in the far of country of Tasmania, an island in the Southern Ocean south of Australia. Nearly 12,000 miles of circuitous traveling by land and sea must be made to reach this country; and yet, to-day, Dr. Webb received a letter from the gentleman, which, in earnest language, speaks of the appreciation of this most popular and efficient invention, even from far distant lands.

# Texas Scalpers Law Unconstitutional.

In the case of the State of Texas vs. Martin Mercer, charged with the violation of the anti-scalper law, passed by the last legislature of Texas, district judge Brashear at Houston on October 6, rendered a decision declaring the act unconstitutional and void, and discharging the appellant for custody.



# Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. NO TICKET AGENT is well informed unless he knows THE ADVANTAGES of the ROCK ISLAND ROUTE, and sends his friends via the C. R. I. & P.







# POUTE



[ JERY important changes have recently been made in round trip California tickets.

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. B. Harmsworth, G. E. Pass. Agt., 257 Broadway, New York. — I. L. Loomis, N. E. Pass. Agt. of Washington Street, Boston, Mass. — W. J. Leanv, Pass. Agt. Mid. Dis., 121 S. 9th Street, hidadelphis, Pa. — Jaz. Gass, Traw, Pass. Agt., 40 Exchange Street, Buffalo, N. Y.

# Pittsburg & Lake Erie Ry. DOUBLE TRACK.

# "Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South East.

- Twenty miles shortest line between 20 Cleveland and Pittsburg.
  - P erhaps you ne'er have traveled yet,
  - & know not best what things to see;
  - L ist then to me—your friend well met.
  - E 'er now you start-Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

> G. M. BEACH, Gen'l Supt.

# ICKEL PATE. ALL AMERICAN The Healy ork, Chicago & Se kours R.R. SHORT LINE

BETWEEN THE

# EAST AND WEST. LOWEST RATES.

Direct Line, Through Care . . BETWEEK . .

Chicago, Buffalo,

New York and Boston.

A. W. JOHNSTON, Gen'l Supt.

B. F. HORNER, Gen'l Pass, Agt.

CLEVELAND, O.

Change in Administration on the Chinese Railways.

rubber foot without anklejoint of an eastern manufacturer.

With the natural elasticity of the rubber

MHE Transfer respone assistant m Imperial Ra and with his the prospect methods in introduce th English eng innovation. the brake, b ing Mr. Pe change in th former chie: tired, and Chag Yen-l sympathies. man influen affairs in the to be noted being pushe tibilities of on the Lan direction of in chief, and the north. reach Shanl eastern tern been decide Arthur at th connecting from Tients located at T are project definitely se

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THIS diagram serves to illustrate more graphically my article in the August number of The Station Agent. It is both instructive and alarming. Our intire railway system, by reason of fierce competition, is skating on very thin ice. Many heavy weights like the Reading, Erie, Northern Pacific and Union Pacific have gone through the ice, and it is cracking ominously under many others.

The 175.223 miles of railway in the United States is represented by the vast sum in round figures of eleven billions dollars, of which six billions is debt and five billions stock. Much of the bonded debt has defaulted on its interest and of the five billions of stock three billions pays no dividend and two billions averaged but four and one quarter per cent. per annum in 1892 an exceptionally prosperous year. So far in 1893, forty roads with a mileage of 12,899, a debt of \$812,831,379 and a capital stock of \$402,610,120, have gone into the hands of the receivers. In debt and stock this amounts to more than  $10\frac{1}{2}$  per cent. of the whole.

The average rate per ton per mile, on our entire railway system in 1892 was less than one cent (.967). A further reduction of only one mill, (ten per cent.) would cut down revenue \$84,448,197 which exceeds by over a million dollars the aggregate of dividend, paid to stockholders in 1892 (\$83,336,811) out of gross earnings amounting to \$1,205,272,023.

If you are driving along in a dark night and a flash of lightning reveals a precipice just ahead, your first impulse is to pull up, and your second is to turn square around and go back. To those responsible for low rates and the cutting even of them, to get tonnage regardless of profit or loss this illustration needs no diagram.

And the patrons of our vast railroad system should remember that only when the railroads enjoy a fair degree of prosperity, can they be prosperous and mercantile and manufacturing establishments show a profit. When the railroads are sick (as they certainly are now) every other business in this country except the sheriff, the receiver and the lawyer is sick too.

C. P. LELAND.

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# RAILWAY AGENTS' ASSOCIATION

members of the association, and must in all cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other cases he will become a member of the Grand Division, thus receiving the full benefit of the A membership certificate, association. traveling card, and the unwritten work of the Association is furnished to each member, and he is also supplied monthly with the official paper, THE STATION AGENT. There are no assessments unless authorized by local divisions for the purpose of maintaining a sick benefit fund, as is sometimes the case. annual dues cover all expenses and entitle a member to the use of the Employment Bureau, the official paper, and to the support of the Association in any legitimate cause. your division, Haring received a favorable impression of the Railney Agents' Association, and As i've to member the therein, I hereby apply for membership, under the forestiction of General Constitution and APPLICATION FOR MEMBERSHIP. and I do hereby aftern that, if accepted, I will support the and Association. I am at present employed by the

made in January, 1893, the applicant would

send \$3.00 initiation fee and either \$2.50 or

\$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If

application is made in February the amount of dues would be 42 cents less in each case, and

signed by two responsible citizens, preferably

Applications must be

There are no

I certify that he is a make an honorable

We, the undersigned, are personally acquainted with the above applicant and person of good moral character, of temperate habits, and believe, if admitted, he will member of the Association.

Post Office

Company of . . . . . . . .

Enclosed Fees,

Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

## Notice.

LL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

## Notice.

HAVE this day tendered to the Executive Board my resignation as President. Circumstances are such that I cannot longer serve in that capacity. I hope for the Association, success on the line established in our constitution, which if carefully carried out would make it prominent among traffic associations, its main purposes being of an educational nature. A. M. NORTH.

# The Duty of Officials.

NE of the strong arguments advanced by the R. A. A., during the past few months, in our correspondence with officials, has been that we expect and ought to have their support in our movement, and that without it we are helpless to accomplish the reform which we have in view. Inasmuch as ours is distinctively a campaign of agitation and education, we cannot hope for success unless we enlist the interest and support of the officials. It is with this object in view that the Associais straining every nerve to interest officials and bring our policy prominently before them in such a manner as to command their support. A short time since one of our most prominent traffic managers wrote us requesting further information as to our policy in regard to equalization of salaries, it being a subject in which he was much interested. The letter evidenced a gratifying degree of friendliness towards our Association. The following letter from this office will out line the position we have taken with all officials, and we only wish we were at liberty to reproduce here some of the letters we have received in confidence from officials on this subject.

let on "Salaries in the station service and have been very much interested. Your organization has my hearty endorsement and anything I can do to assist in the work, pray call upon me. I am not prepared to express an opinion as to you plan on the salary question, as I have not yet given the subject sufficient thought, and the proposition is somewhat new and novel. But I believe that you have made a start in the right direction and that your policy if persisted in will result in great profit to both your members and the railroad service. Certainly your policy will tend to elevate the standard of the station service, and to keep our agents away from affiliation with the dangerous elements in organized labor.

These are a few of the sentiments expressed by officials. We have not yet received a word of adverse criticism. Certainly in this endorsement of our position by officials there is encouragement for members, both old and new. We are young and fresh in the fight. Let's keep at it and the future will see us in the front rank, both as regards our branch of the service and our organization representing the same:

The Pittsburgh, Shenango & Lake Erie Railroad Co., Passenger Department,

MEADVILLE, PA., Sept. 27, 1893. R. W. WRIGHT, Esq.

Cleveland, O.

DEAR SIR:-Your favor of Aug. 9, just came to light, having been mislaid among a lot of other papers upon my desk. I thank you for your kind consideration in making me an honorary member of your association and it will be my pleasure at some future date to be present at some of your meetings. Your truly,

W. G. SARGEANT, G. P. A.

The Cleveland, Lorain & Wheeling, Railroad Gen. Freiget and Pass. Dept. Company. CLEVELAND, O., Oct. 23, 1893.

MR. R. W. WRIGHT,

Sect., Railway Agents Asst., Cleveland, O. DEAR SIR: - I have your letter of September 11, containing a certificate of membership and also traveling card and I can only plead absence from the city and press of business that has delayed by answering you earlier. Allow me to thank you for the kindly expressions contained in your letter and I will be glad to aid you in any way I can in making a success of the Railway Agents' Association. I shall take pleasure in looking over the history, objects and policy of the association when I have more time than I have at present. With best wishes for your future wellfare I Yours truly,

J. E. TERRY, G. F. & P. A.

Missouri, Kansas & Texas Railway Co. Freight Traffic Department, ST. Louis, Mo., Oct. 23, 1893.

MR. R. W. WRIGHT, Grand Sec'y. and Tres. R. A. A, Cleveland, O. DEAR SIR:-Permit me to acknowledge yours of the 16th inst, enclosing certificate of membership in your association. I appreciate the honor and thank you for extending the privileges of your order. The association must certainly result in an advantage to its membership and to the railway service and I hope that it may be possible for me to attend some of your meeting.

Very respectfully, C. HAILB, G. F. A.

Atchison, Tokeka & Santa Fe Railroad General Passenger Department

TOPEKA, Oct. 25, 1893.

MR. R. W. WRIGHT,

Grand Secy. Railway Agents' Assn. of N. A., Cleveland, O.,

DEAR Sfr:-I have your courteous note of September 16th, enclosing membership cer-tificate in Railway Agents' Association and advising my name has been placed upon your complimentary mailing list for your official paper—The STATION AGENT. I thank you paper————
for this courtesy.

Yours truly,

W. S. NICHOLSON, G. P. A.

The Cleveland, Cincinnati, Chicago & St. R'y Co., Traffic Department. Cincinnati, O., Nov. 4th, 1893.

MR. R. W. RIGHT,

Grand Sec'y and Treas., Cleveland, O.

DEAR SIR:-Please pardon this tardy acknowledgement of your kind favor of Sept. II, enclosing to me an honorary membership in your association and your traveling card. A long continued absence from home prevented an earlier reply. The objects and purposes of your organization seem to me in every way commendable, and I think the association cannot fail to work out a large measure of good on the lines laid down for its operation. I appreciate the compliment of the honary membership and will gladly do anything in my power to further the objects of the association.

Yours truly,
ALBERT S. WHITE, G. F. A.

Baltimore and Ohio Railroad Company. Office of Gen'l Freight Traffic Manager.

BALTIMORE, Sept. 23rd, 1893.

R. W. WRIGHT, Esq.,

Grand Sec'y & Treas., R. A. A., Claveland, 0.

DEAR SIR :- I have your favor of Sept. II. I am glad to know that you are working to get an association for the benefit of railroad men, and I thank you for your remembrance of me-Yours truly,

FRANK HARRIOTT, G. F. T. M.

The Denver and Rio Grande Railroad Co. Traffic Department.

Denver, Col., Oct. 3, 1893.

MR. R. W. WRIGHT,

Sec'y R. A. A., Cleveland, O.

DEAR SIR: - This acknowledges receipt of your favor of September 11th, notifying me that I have been voted an honorary member of the Railway Agents' Association. I am much obliged indeed for the compliment. Yours truly,

A. S. HUGHES, Traffic Manager.

never struck, but simply made their wants known as a body. If an operator relieves an agent, whose pay does he get, the agent's whom he is relieving? No, only an operator's. If a brakeman runs as a conductor, whose pay does he get? Conductor's every time. Organization does it. Many of the agents have joined the O. R. T. in hopes they will do something to help the matter, but it looks to me as if the R. A. A. should be able to do more in that line. Salary is not everything, but promotion doesn't count for much here if one has got to do more work and have more responsibility for his old pay. I for one am intending to get out of railroad business if something for the better don't turn up.

E. H. B.

CLEVELAND, O., Sept. 22, 1893.

MR. E. H. B., ----.

DEAR SIR :- Your letter of the 20th inst. is at hand. Your case is only the old story told over again and applied to a single individual case. There are thousands in the same posi-tion. This is one of the abuses we are trying to correct. But the way is long and weary and the clouds hang low and black. We are working patiently, but the progress is slow, and even stout hearts grow faint and discouraged under adverse circumstances. I have been in the work now for two years and many times I have been utterly disheartened, but my heart and soul are in it, and I can now see some light ahead The great trouble is to get the agents to hang together. If they would only have patience and be content with slow and conservative action much more good could be accomplished. But the radical members cry out because we are too conservative, and the ultra conservatives and fat salaried agents raise a great protest if we try to do anything more than stand idle, and content ourselves with the assertion, "Behold, we are an organization," without proving it by active effort. I believe that our plan for the equalization of salaries, as outlined in THE STATION AGENT and in the pamphlet which I enclose, is a radical step in the advancement of the interests of the sta-tion service. Certainly we cannot hope to accomplish anything by such a policy as that adopted by engineers, brakemen, etc., for the interests of our members are too widely diversified and too conflicting. Our present policy is safe, practical and conservative. It is bound to win in time. Some roads will adopt it after much agitation. Others will refuse. Some will object even to considering it, but we will have sown the seed and in time it will surely ripen, and we or our successors will reap the harvest.

Fraternally yours, R. W. WRIGHT, Grand Secretary.

### Keep in Touch.

©ERHAPS you are a general officer of a e railway, and have risen from the ranks step by step, the day has been one full of care, anxiety and perplexity, but as the clouds offtimes lift from the setting sun and touch the forests and the fields with light, so offtimes lift the clouds of care, the sunlight of memory

steals across your vision and you wander back' along that path, across the fields under the old water tank, with the little six by eight office where the old paper telegraph instrument ticks and clinks and the strip of paper coils itself into the wooden box.

You see your then oracle, the man who wore more titles than a prince, station agent, express agent, baggage master, operator, justice of the peace, notary public, grain dealer and hog buyer, who had accepted the position because no stranger could withstand the cordial greeting of the "fever and ager" of the place—this man who was to make a railroader out of you, and who as a type is now extinct. You remember the old grain house with its four wonderous bins and the great boxed grain cart that used to break your back shoving it across the great warehouse, onto the scales, and into the car, where you dumped the grain. You recall the great brass headgear, like a crown, that said "Baggage master of the P.Q. Railroad," that made you feel prouder than a king when you donned it, and how its honor inflated your muscle, and your head, and you tossed the great trunk with a bang onto the cart, or into the car. With what a gusto you swung your arm high in air and shouted "all right" to the train men, and felt a tinge of admiration as they swung onto the moving train and you stood as in a trance and saw it sweep gracefully past and away up the line.

Then you remember the first time the pay car came rolling into your station how you trembled so, and was awed by the spectacled paymaster who greeted you burskly, with "What's your name, sorny," then swinging the the great book around, said, "sign your name three," and you could scarcely make a mark, or see whether you made one or not, and you took the little roll he handed you and escaped to the outer air to breath. Then when the special car of the superintendent was reported, as coming down the line, how your heart fluttered, and you felt weak in the knees, and that you positively could not properly deport yourself in his august presence. But the car came and your forgot all about your trembling for the cordial greeting and kind words of a gentleman touched your tossing sea of apprehension to a calm, and you wondered how you could have passed the dreaded ordeal so pleasantly You have thought of that often, and compared it with other experiences with officials who were course and rough. You followed the record of the fortunes of that first superintendent, and felt that you had rather work under him without salary than to receive a fortune under some of the others.

You remember that message you received to "report at my office at once," signed by the superintendent. How you rushed to your home, and donning your best hurried back to catch the train that would carry you to what, you didn't know. How you builded . fairy castles as the train rattled along. How you announced yourself at "the office" and were told to "be seated as the superintendent was busy"-how your heart thumped and thumped as you held your hat and studied the walls, and the ceiling, the wonderful charts and maps, saw the clerks come and go with papers and letters, in and out, and in and out, and those moments seemed hours until your name was called, and in a daze you followed your escort into the presence of the great man. How peace settled down on your being at the hearty hand shake and pleasant smile and greeting, and in your inmost heart you worshiped him as you did your own father. And how soon-too soon for you-the interview was over, and you held in your hands the letter that gave you promotion.

Do you remember the inward resolve you made, that if success crowned your efforts you would try and repay the kindness of that man, if in no other way than by extending to your fellowman the gentle courtesy exampled by him? As you sit in your office today after years of service varied and exacting, one of the brightest spots of all that past, are those days filled with ambitious air castles, and the sunlight of those kind salutations which were so grandly bright are pictures more pleasantly real than all the honors that have been bestowed upon you since. Have you forgotten that pledge, and do you today make glad the heart of the humble worker? You can increase his recompense with a coin no mint can produce or counterfeit, the golden kindness that blesses and enriches the giver as well as he who receives. Do you do it?"

If yours experience has not taught you this lesson, and as you are traveling the way of life towards its sunset, and wish to add new laurels to your life, as well as success which position cannot give, pleasure that money cannot purchase, this way is open and clear, brighten the lives of your subordinates, and they will enthrone you in their hearts, and you will find a pleasure in the cares of office that will more than repay you in lightening the burden of duty and responsibility.

Oh! what a rush and push there is for place and power and pelf—all for the gold that we think will enhance our comfort and pleasure. And amidst it all the golden moments shine, too often unheeded, the present pleas-

cast aside, "We'll dig a little longer in the earth for gold and then we'll rest," we say, and fortunate we shall be if life be not too much deadened in the strife, or lost, before the wished for day arrives.

To those who are today at the bottom of the ladder, I would say, some day you shall assume the burdens of office, your day dreams picture that possibility in brightest colors. What a tinge of ambitious glory surrounds the very thought of the possibility, and you think realization must be assuredly more grand; mark well, the comfort and success of of larger trust means the mastering of the thousands and thousands of little details which every day brings. Your dreams picture the outlines of the fairy castle, grand and beautiful in its proportions, towering toward the sky; thus we dream and thus we plan; but in realism to build beautiful structures or to paint beautiful pictures means conception of proportions and knowledge of details, it means days of patient and exacting thought and toil, but there is no greater or more perfect pleasure than the heartfelt satisfaction of deeds accomplished and duties well performed.

The Western Passenger association lines have agreed on a rate of \$65.50 from St. Paul and Missourl river points to California tourist points and return. The tickets will have a fifteen day transit limit and a final return limit to April 10. The same rate will prevail from Duluth and Ashland to Spokane and Portland.

### Medals for the Reliable.

The Reliable Incubator & Brooder Co., of Quincy, Ill., have been awarded highest honors, medal and diploma on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Reliable was the only incubator from the incubator city of Quincy that competed for the prize. We congratulate them on their success.

### Always Mentioned.

Travelers via the popular Nickel Plate road never fail, when speaking of the pleasures of a trip over that line to compliment its dining car service.

The Union Pacific has given notice that to meet the action of its transcontinental competitors it will be compelled to pay regular commissions on October business east bound from California points. At the same time it renewed its assurance that its withdrawal from local associations did not mean that it intended to demoralize either rates or commissions.

# THE STATION AGENT.

. . SUBSCRIPTION REDUCED . .

—то —

## ONE DOLLAR

From January, 1894.

New subscriptions received previous to January will entitle subscribers to November and December issues.

## FREE.

WE OFFER.—For forty (40) new subscribers sent us by any one person previous to April, 1894, we will furnish a Hall Typewriter (improved), in an elegant black walnut traveling case. The selling price of these Typewriters is \$30.00.

For fifteen (15) new subscribers sent us by any one person, previous to July, 1894, we will furnish a Crown Fountain Pen. These are gold pens and rubber holders, the selling price is \$4.00. Or, in case of failure to secure the full number of subscribers we will allow ten per cent. commission on number secured.

The Glark, Britton & Wright Co.

M. G. CARREL,

45-49 Sheriff Street,

MANAGER.

CLEVELAND, ONIO.

phlet published in 1841; and distinguished engineers and geologists after mature deliberation decided that no better could be found. It seems scarcely credible that until the commencement of the present century there was no road across the Alps. Yet, as a matter of fact, there was no carriage way till the great Napoleon, after experiencing enormous difficulty in the passage of his army, began the works for a practical road over the Mont Cenis Pass. Operations were begun in 1803, but the work was not completed till 1810, and the cost was £300,000. As Alpine travelers know, the road is carried up the mountain by six zig zags each of which is about three-quarters of a mile in length, while the slope is about one in twelve. The Mont Cenis road being completed, a large part of the traffic between Northern Europe and Italy took that course. The example once set, other roads were carried over the most accessible passes, including the Simplon, the St. Gothard, and the Splugenuntil there came to be seven carriageable roads, none of which offered difficulties to travelers in ordinary weather, although all were liable to delay, more or less serious, during the greater part of the winter season. Even Mont Cenis, the most generally open, has been closed for traffic for many days together during the winter season.

Some years before the tunnel was completed a very ingenious system of mountain railway was introduced by Mr. Fell, an eminent engineer who, assisted by Lord Brassey's father and others, succeeded in obtaining a concession to connect the French railway terminating at St. Michel's with the Italian line laid as far as Susa. This line consisted of the ordinary two rails and a third held at some distance above the ground between these two. The third rail was capable of being clasped by two wheels, either serving as brakes when required to do so, or assisting to drag the engine up a very steep incline. The average speed attained in ordinary weather was about ten miles an hour and the engine was small and capable of carrying only two small passenger carriages. The rails were laid on a part of the old carriage road which was given up for the purpose. An interesting sight it was to see the engine and train working up the steep incline of one in twelve and turning curves of 40 feet radius while making the as-

Ingenious as the system undoubtedly was, it could not be regarded as a satisfactory substitute for a continuous line subject to no accidents of weather or season. Among the conditions which had to be fulfilled in a site for a

tunnel through the crest of the Alps to connect the French with the Italian railways were the two following: The distance tunnelled must be as short as possible; and it was absolutely necessary that there should be as little difference as possible in the level between the emerging points of the tunnel at the two ends. As the railway was completed into the valley of the Arc, and there did not seem to be any other valley that could be made use of on the French side, and as the Dora Valley, parallel to it on the other side of the mountains was everywhere much lower than the Arc. there did not seem to be much chance of success. It was ascertained, however, that at a point close to the little town of Dulx, where the Dora Valley turns southward and leads to a pass at Briancon, there is a re-entering angle on the crest of the Alps leading to Mont Tabor, up which is an unusually wide and open valley about eight miles in length. The valley approaches to within eight miles in a direct line of the town of Modena on the French side of the crest, and the additional rise brings it within about 400 feet of the same level. Here the engineer found what was needed—a site where the crest of the Alps could be pierced at a manageable level, and where the distance to be bored, although very great, was not hopelessly beyond the capabilities of the engineer.

The site thus pointed out for the tunnel is about sixteen miles nearer St. Michel than Lanksbourg, where the road leaves the valley. The level is considerably lower, and the railway, carried along the valley of the Arc, is much less liable to injury from inundation. On the other side the railway from Susa is carried along the wide and open valley of the Dora, with a happy immunity from accidents caused by the weather, and is conducted up the Bardonneche Valley with equally little likelihood of damage. It thus goes up to the great wall of the Alps at a level of 4,380 feet above the sea, and at Modena, where it emerges, the level of the valley of the Arc is 3,540 feet. As the point of emergence is in a small ravine a little distance from the stream the railway is taken up by a zigzag to enter the mountain from the north at a height of 4,046 feet above the sea. The difference of level, 336, is too small to be in any way troublesome. The line of the tunnel runs almost under Mont Frejus, and is only a few miles distant from Mont Tabor, one of the loftiest summits of

<sup>&</sup>quot;A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.

Central, with headquarters at Cincinnati, Ohio. He has heretofore been traveling passenger agent of the Northern Pacific, with headquarters at Cleveland, Ohio.

Mr. C. L. Thomas, heretofore assistant general freight agent of the Chicago & Erie, has been made general freight agent of that company, and his former position abolished. Mr. Thomas will have his headquarters in the Phenix building, Chicago.

Mr. William Hogdon has been appointed assistant general freight agent of the Baltimore & Ohio South-Western, with headquarters at St. Louis, Mo.. effective Nov. 11, and the office of division freight agent at Springfield, Ill., has been abolished.

Mr. C. L. Sprague has been appointed general agent of the passenger department of the Toledo & Ohio Central, with headquarters at Columbus, Ohio. He has heretofore beeu connected with the general passenger department of the Cincinnati, Hamilton & Dayton.

Mr. W. J. Martin, who has been appointed general freight and passenger agent of the Philadelphia, Reading & New England, has for thirteen years been chief clerk of the freight and passenger departments of the New York, Ontario & Western. His headquarters are at Hartford, Conn.

Mr. W. W. Heafford, since 1884 eastern passenger agent of the Chicago, Milwaukee & St. Paul, has been appointed district passenger agent of the same road at Milwaukee, with jurisdiction over the States of Wisconsin, Minnesota, Northern Iowa and South Dakota. The position is a new one.

Mr. William Kelly, Jr., traveling passenger agent of the C. M. ffl St. P. railway, is assigned to dety in the territory heretofore under the jurisdiction of Mr. W. W. Heafford, eastern passenger agent, who has been promoted to be district passenger agent at Milwaukee, Wis. Mr. Kelly's headquarters will be at No. 14 Exchange street, Buffalo, N. Y.

Mr. O. V. Smith, traffic manager of the Seaboard Air Line, has been granted a leave of absence for several months on account of ill health, and sailed for Europe Nov. 10 en route to Carlsbad. While he is away Mr. H. W. B. Glover, division freight and passenger agent at Atlanta, Ga., will act as traffic manager, with office at Norfolk, Va. Mr. W. L. O'Dwyer, chief clerk of the traffic manager, will proceed to Atlanta and assume the duties of Mr. Glover.

Mr. John P. Douglas has been appointed general agent of the freight and passenger departments of the Union Pacific at New Orleans. La. He formerly held this position, but the office was abolished Aug. 15 last. Mr. Donglas was recently appointed general agent of the American Refrigerator Transit Company at New Orleans, but before entering upon the duties of the office he received an offer to return to the Union Pacific which he decided to accept.

W. B. Conard, the popular, efficient and always cheerful ticket agent of the Philadelphia & Reading Road at Philadelphia, is now permanently located in his beautiful new office at the Reading Terminal Station, corner 17th and Market streets. This station has lately been fully completed and thrown open to the public, and is probably the handsomest and most complete railroad station in the world. Mr. Conard's office is large, roomy, convenient and tasteful, and fully in keeping with the elegant and comfortable appointments of the rest of the station. Mr. Conard extends his greetings to his friends throughout the courtry, and any of them happening into Philadelphia will always receive a hearty handshake and a warm welcome from him.

Mr. L. F. Day, traffic manager of the Mississippi Valley Route, embracing the Chesspeake, Ohio & South-Western, Owensboro Falls of Rough & Green River and Ohio Valley roads, was on Nov. II chosen chairman of the South-Western Traffic Association at St. Louis, Mo. Mr. Day, who is only thirty-five years of age, has been traffic manager of the roads named since April, 1892, and was for six months also traffic manager of the Louisville, New Orleans & Texas. He was formerly cosnected with the St. Louis South-Western, formerly the St. Louis, Arkansas & Texas, for five years, successively as traveling freight and passenger agent, chief clerk general freight office, assistant general freight agent, general freight agent and freight traffic manager, holding the last named position from December. 1890, to April 1, 1892, when he resigned to become traffic manager of the L. N. O. & T. and Newport News & Mississippi Valley.

### Common Sense in Legislation.

When the patriotic writers of two generations back descanted on the natural resources of this republic many cool-headed Europeans set their words down as youthful boastfulness. The progress of knowledge, however, has shown that the country is even richer than was supposed by the most hopeful prophets of former days. Our agricultural, timber, and mineral interests; our sea, lake and river coast our facilities for every kind of industry, merit

quartz in a couple of minutes. The rock was so hard that the steel tool was completely blunted in that time and had to be replaced by another. The force employed to drive the machine was compressed air having a density of between six and seven atmospheres. As many as seventeen such machines were used together without danger of confusion, each working independently of the others.

The length of the Simplon Tunnel Railway is given as 121/2 miles, and it is proposed to start the works on the northern side of the mountain at a point 687 meters in height just above Brigue. From this point it will rise at a step gradient of 1.5 to 701 meters at the center and then drop at an incline of 6.5 to the Southern side on Italian territory, the opening being at a height of 634 meters near Isella. This is ten miles from Domo di Ossola, the terminus of the Italian Mediterranean Company's branch, and the estimated cost of railway connection therewith is £170,-000. The contract has been undertaken on behalf of the Jura Simplon Ry. Co. by MM. Brand, Brandau & Co., of Hamburg, and Locher & Co., of Zurich.—Transport.

### A New Railway.

MHE Sedalia Gazette says: The Lake Superior, South-western & Gulf Railway, with a capital stock of \$5,000,000, recently filed article of incorporation with the Secretary of State at Des Moines. The real object of the company has been kept secret pending the completion of important preliminary arrangements, but it came to light today. The company has for its object the consolidating and operation under one management of one or more roads in Minnesota, one north and south line in Iowa, with a system in Missouri, which, with the construction of 200 miles south from Aurora in Missouri, will give the new road access to Little Rock, Ark., at which point connection with New Orleans and Sabine Pass will be made. The whole system will give a direct line of rail communication from Duluth. Minn., to the Gulf at Sabine Pass, an arrangement long desired.

Prominent capitalists, including J. V. Farwell and George W. Cable of Chicago, and Gen. G. M. Dodge of New York, are understood to be interested in the new company. The new line is expected to relieve the milling, grain and lumber interests of the Northwest and trans-Mississippi country of the arbitrary demands of the trunk lines east of Chicago and afford them direct rail and ocean connection with the markets of the Old World

without being compelled, as at present, to reach the Atlantic seaboard via Chicago and New York or Boston. The lines already built, together with those upon which construction will soon begin, will shorten the distance to the Gulf from 128 to 150 miles, and will traverse the most productive portions of the Northwest and South, penetrating to the northern terminal the great wheat and lumber regions of Minnesota, and passing southward pierce the inexhaustible corn and coal fields of Iowa and Missouri.

From Aurora in Missouri and Little Rock in Arkansas, for a distance of 200 miles, the proposed line will traverse a thickly settled and prosperous section of country with no competing line within thirty miles on either side. This, with a stretch of sixty miles in Southern Missouri and Northern Arkansas, is underlaid with thick veins of coal and lead, the latter composed of the best galena ore in the South, easily rivaling the extensive lead deposits in Joplin. This section is also an unrivaled stock country, the product of which has now to be hauled or drawn sixty miles to a market at Springfield.

Mr. J. M. Miller, who, until recently, for four years past was general auditor of the Des Moines, Northern & Western and who resigned to accept his present position, has been appointed secretary of the new company and is at present located at Springfield, Mo., where he has removed his family and established an office.

L. S. Steadman, a civil engineer and practical railroad man, has been appointed locating engineer and right-of-way agent and, with President Bristol, is now out along the line in Southern Missouri. They will return in a few days and early next week, with Col. Martin and a number of capitalists from St. Paul, Minneapolis, Chicago, and several railroad contractors from Omaha, they will again go back to Missouri and traverse the proposed route from Aurora to Little Rock with a view to receiving bids preparatory to beginning the work of construction from Aurora south within the next thirty days.

The Mexican Central is fitting all of its engines to burn wood. Some of them have been using wood, but the discount on silver is now so heavy that it is cheaper to burn wood than coal. Mr. Johnstone, the superintendent of motive power, has designed a boiler and firebox for burning wood for his compound locomotives, and the new locomotives to be ordered will have the new boiler and the Johnstone compound cylinders.—Manufacturers' Record.

### Flagman Versus Block Signal.

from the paper on "Railway Accidents" by Mr. H. S. Haines, vice president of the Plant railway system and president of the American Railway Association, which will appear in the volume of preceedings of the World's Railway Commerce Congress, now in print:

As a general proposition two trains proceeding in the same direction should be separated by an interval of space sufficient for the following train to be stopped at any time within that interval. To accomplish this the engineer of the following train must be informed whenever the limit of that interval is being encroached upon. The extent of this interval of safety must vary with the speed of the rear train, the gradient of the track and the efficiency of the applances provided for bringing the train to a state of rest-for example, as between a light train, equipped with air brakes proceeding slowly up a one per cent. grade, and a heavy train, equipped with hand brakes proceeding rapidly down the same grade. Conditions of weather tending to obscure the range of vision or to lessen the adhesion of wheels to the track or of brakes to the wheels may also serve to extend the interval of safety.

When the prevailing conditions extend the limit of this interval beyond the range of vision of the following train, it must be preserved in other ways. The standard code of train rules adopted by the American Railway Association recognizes but two—the block system and the flagman of the preceding train.

In degree of efficiency the two ways are about as far apart as the poles of the earth, one being the latest expression of human ingenuity as applied to railway practice, the other a makeshift, the inefficiency of which is in proportion to the indolence or stupidity of the flagman. The absolute block system, rigidly applied, will absolutely preserve a stated interval between following trains, but the cost of its construction and maintenance precludes its use on by far the largest part of the railroad mileage in this country. Where this consideration prevents, reliance is placed upon tha watchfulness of the flagman, who is expected, when in his judgment it becomes his duty to secure this interval of safety, to leap from the rear of the moving train and, armed with red lantern and torpedoes, to plunge bodily into the darkness of night, perhaps facing rain, hastening or sleet, toward the headlight of the following train which glares at him as he feels for his footing on the crossties upon some lofty bridge or long trestle. At length he reaches the prescribed distance of twenty-six telegraph poles, or about one mile, plants his torpedoes and listens with eager ear for the signal of recall. If, through haste to depart or inadvertence, the signal is not given and his train moves off without him, that flagman may pass the night in solitude, perhaps wet, cold and hungry, or until some train stops at his signal and picks him up. Such are the duties required of a flagman, and it takes pluck and endurance to fulfill them.

It also takes intelligent judgment to determine promptly under the four rules for flagmen, making sixty-eight lines of the standard code, just when a flagman must go back, how far he must go, and what he must do when he gets there; yet this important service is generally entrusted to a novice, to an apprentice in training for promotion to a conductor's place, or to some sturdy brakeman accustomed, it is true, to the hardships of train service, but also to successfully evading them. Either through ignorance or doubt or fear of being left the flagman may linger around the rear of a train until it is too late for him to stop a following train, or he may disappear in the darkness or just around a curve near enough to be handy when recalled, taking the chances as to whether a train is following or

It is safe to say that a majority of the rear collisions between stations are due to a failure of the flagman to comply with the rules prescribed by the standard code for his guidance. Here is the principal cause of rear collisions, and here a remedy should be applied by relying less upon the intelligent and willing discharge of the duties thus placed upon the flagman. The most intelligent and most experienced man in the train crew should be the engineer; the best acquainted with the curves, grades, bridges, cuts, embankments and other physical characteristics of the road; the best informed as to the trains passed and to be passed, and when a stop is made or the train slows down at an unusual place he knows the cause and the probable detention, not only after it occurs but also before, and can often select the safest place for a stop. It is he, then, and not the flagman or conductor who should determine when the rear of his train is to be protected, and the flagman should act promptly when the signal is given to him, but not before, except in emergencies that can readily be sug-

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If the president or general superintendent is too much engrossed in the cares of his office to know or refute the charges that he is heartless and grasping; while his intimate acquantances know him to be a gentleman with a large heart full of human sympathy, it is his duty—not so much on account of his personality, but on account of the vast interests and the great army of which he is made the prototype.

### The Examination of Steel.

O[NDER the above caption the "Engineering and Mining Journal" says: Perhaps there is nothing more notable in the metallurgical history of the past two decades than the investigations which have been made into the composition and structure of steel. For some time after the invention and introduction of the Bessemer process had made possible the substitution of steel for wrought iron as a material of construction by increasing its production and lowering its cost, we were generally inclined to accept the metal and to make the best of it. Steel was steel, and the variations in its strength, hardness, and other qualities which were found were for a time taken as inevitable drawbacks to its use and as offsets to the advantages which it presented for many purposes, with which we could not well dispense. The Bessemer metal was better than puddled iron in many respects, and why some should be better and some of inferior quality was a matter beyond control.

It was not to be expected, however, that this state of affairs would satisfy those to whom the use of the metal was important. To the railroad men belongs the credit of making the first advance, and the remarkable investigations of Dr. C. B. Dudley into the quality and characteristics of the steel rails furnished to the Pennsylvania railroad first called general attention in this country to the possibility of regulating the composition of steel and adapting it closely to the special purpose for which it was to be used. The publication of the results obtained by Dr. Dudley brought out other investigators, both in this country and in Europe, and a great amount of study was applied to the question. The comparison of physical tests and chemical analyses revealed something, and new points in the metallurgy of steel were constantly revealed. The extent to which these investigations have been carried is well shown by the great work of Professor Howe on the metallurgy of steel, which is the most complete and thorough study of the subject yet presented.

The invention of the open-hearth and the basic processes, which have supplemented that of Sir Henry Bessemer, have largely extended the production of steel by making possible the use of iron formerly considered unfit for the purpose, and have aided in increasing the substitution of the metal for wrought iron in many directions. The attention paid to the elimination of sulphur, phosphorus, and other undesirable elements is gradually extending the production of raw iron which is adapted for treatment. Much greater certainty is now attained in securing the qualities of steel needed for special purposes, as hardness and resistance to wear in rails, tensile strength in bridge work, toughness and resistance to impact in armor plates, and vast progress has been made also in the study of alloys of steel, such as nickel-steel, chrome-steel, aluminumsteel for castings, and others.

One of the later developments in the study of steel is the microscopical examination of its structure, on which some remarkable notes were presented in the recent congress in Chicago. Taken in connection with physical and chemical tests, these structural investigations are bringing out new points in relation to the metal which will prove of great value to the metallurgist. Much still remains to be dose in this direction to decide the exact relations between the chemical constitution and physical properties, but the way has been made fairly clear, and the metallurgists are rapidly approaching the time when uncertainty and so-called mystery will be eliminated and the variations of quality in the product which are now unexpected will be fully understood and that steel of any desired property can be made to order. The extremely valuable papers of M. A. Martens and Mr. Sauveur, which we have illustrated in these pages, mark a distinct progress in this important department of metallurgy.

### Reep Up Faith.

N these depressed times the wise man will keep up faith in the integrity of the people and in the intention, through their representatives, to maintain the nation's money at 100 cents on the dollar. He will remember the boundless resources of the country in agricultural and mineral wealth; that things wear out and rust out; that sixty-five millions of people require supplies; that activity is the normal condition; that the energies of the people cannot long be suppressed; that prices are not inflated, and that as soon as the present liquidation is accomplished and the bugsboo of the tariff set at rest, activities will resume, while in the meantime a steady improvement may be looked for .- Sparks from the Crescent Anvil.

with the block signals which shall strike the engine gong, or blow the whistle, or apply the brakes, or even close the throttle valve on the approaching train, but these appliances have not yet reached such a stage of efficiency as to call for further notice.

To recapitulate what has been stated, the general adoption of the absolute block system would have prevented nearly every rear collision that took place between stations in 1892. But on perhaps eighty per cent. of the mileage of this country the principal dependence for protection against such collisions is the flagman. Except on roads with very heavy traffic, the establishment of the absolute block system is impracticable because of the increased cost of operation consequent upon its introduction. On such roads the flagman must still be relied upon, and his usefulness will be greatly enhanced if he be put directly under the engineer's control by whistle signal, and if the engineer be required to rely upon the fusee to preserve the interval of safety for a following train.

The statistics show that rear collisions take place about as frequently at stations as between stations. Such collisions generally occur from the crew of the train standing at the station believing that the engineer of the following train will approach cautiously, expecting the track at the station to be occupied, while in fact the engineer of the following train approaches the station fully confident that if the track were not clear the flagman would be out a proper distance. Here again the reliance is placed on the flagman with the same unfortunate consequences. The investigation of rear collisions at stations or where the forward train was standing still will show that in the most of them the flagman was in doubt as to whether he should go back or not. Perhaps the engineer had only stopped for a few minutes to inspect something about the engine or at a water station, where every man on the road ought to know that trains always stop-or if at a regular station, then the train did not stop just at the regular place. Theoretically the flagman always goes back the prescribed distance whenever the train stops. In practice he only goes back to the proper distance when he knows that a train is following or that he will have plenty of time to get back to his train, or that some official of the road has his private car attached. The remedies are the same as for rear collisions: either the absolute block system or the engineer made responsible for signaling the flagman back. The variety of conditions under which it must be determined whether a flagman should or should not be sent to the rear can be seen by reference to the circular notice attached to this paper.

Another fruitful cause of rear collisions is misplaced switches. There are several remedies for accidents of this kind. In yards the responsibility for a rear collision should rest with the engineer of a following train. He should understand that he will receive no warning by flagmen, only by switching signals, and should always enter and pass through a yard with his train under such control that it could be stopped at least in its length. This should be insisted upon unless switching is forbidden on the running tracks through the yards. Switches not in yards should be provided with counter-weighted switch levers that can only be locked on the main line. When in use, a man would then have to be at the switch, and when not in use the counterweight would bring the switch clear to the main line. Whenever a counter-weight switch lever is not used, a distant signal should be connected with the switch.

"A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.

### A Railway Across Siberian Wilds.

WEALTHY Russian who has the contract for building a part of the great Siberian railway arrived with several of his companions on the last Pacific Mail steamer, says the San Francisco Chronicle. This gentleman is J. J. Galetzki. Theothers in the party are Mr. Koraloff, who has been operating Siberian mines, and two civil engineers named Ivanoff and Alimoff. They are on the way to St. Petersburg.

The Siberian railway, which Mr. Galetzki is now engaged in constructing, is a costly enterprise, and when completed it is expected that it will have an important effect on commerce and civilization. It will be the longest line of track ever laid. A person can get on a car and ride more than 5,000 miles without change when it is built. At the inception of the work the supposition was that it would be finished in 1895; when some progress had been made the belief was that the last spike would not be driven until 1897, and now Mr. Galetzki has informed acquaintances here that in 1900 the Trans-Siberian railway may be completed. As the difficulties are greater than anticipated when encountered it may be that the project will be accomplished at the beginning of the next century.

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month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

WE are in receipt of a very complete catalogue of American and Canadian newspapers and periodicals published by Messrs Dauchy & Co., No. 27 Park Place, New York; each half page is ruled for memorandum opposite the name of the paper or Journal to enable advertisers to make memorandum of contract or index to record books. The book is beautifully bound and contains over 700 pages, and is withal a work of art as well as a perfect compendium of information.

EVERY member of the R. A. A. should read carefully the address of H. S. Haines, president of the American Railway Association, delivered at its recent convention in Chicago, and printed in our October issue. Mr. Haines deserves a world of praise for the noble, patriotic, manly attitude he takes in presenting facts, as his experience and observation have

suggested them, unbiased by that prejudice, too prevalent among the leaders in corporate management, of withholding from the masses the sympathy arising from that sense of manliness which is a factor wonderfully strong even in the breast of the most tyrannical. This sentiment, which would exact equal justice for all, has been suppressed on the supposition that policy in management seemed to imperatively demand it. How many abuses have been sustained in the name of "policy," that outgrowth of serfdom, which was to keep the slave in ignorance of his true position and the condition of his servitude.

This is a conflict for freedom that will be fought on lines of peace and reason, and he who gives his best experience and honest effort is worthy of a diadem of honor, a diadem more valuable and more honorable than crown or sceptre.

WE print elsewhere in this issue a resolution, offered by Representative Patterson, "to amend the Interstate Commerce Law," "making it possible, under certain restrictions, for competing common carriers to enter into contracts for the purpose of dividing the profits or net earnings derived from their traffic."

We believe this a move in the right direction. The railways had reached a practical solution of the great problem of ruinous competition in the "pools," which were declared illegal under the Interstate Commerce Act We have always thought that if legislation had been directed toward legalizing those pooling arrangements, and the enforcement of their provisions, it would have been far better for the railways and the public. The fault or weakness of "pooling" was not so much in the inherent evil of the system as in the fact that unscrupulous managers secretly evaded their promise to be governed thereby, and obtained vantage by underhanded means and measures as against the provisions of their compact.

The railways, after years of bitter warfare for vantage, and sinking millions of dollars, had devised what their combined judgment and experience had suggested as a means of adjusting the differences and protecting their interests.

The interests of the public are best served by the successful financial operation of those institutions that add wealth and comfort to her millions. To place fetters upon industries is worse than enslaving individuals, as both are thus debased.

Advancement has ever been upon a line of experience and changing conditions. To ignore the development of these conditions,

Whether they realize it or no the two great railway association have placed their existence on principals in advance of every other organization of employees.

They say in substance we will labor to reform existing conditions on lines of reason only, we will prove the right as well as the wrong by honest application to those conditions, we expect expressions of doubt as to the honesty of our professions as it is a departure from the selfish past.

It has been conclusively proven that these ideas, this "platform" of the R. A. A. and the I. A. T. A. have the hearty support of every every one from president to office boy. The only opposition comes through doubt or selfishness which in their opposition prove the inherent truth in the strength of these social brotherhoods that direct and assist, reason and persuade instead of forcing or commanding. Maintain the position you have assumed for it is just and right and must prevail.

Bear in mind it is a system that holds no whip to scourge to action, no blow to force compliance, it depends on individual exertion and co operation.

Study every step, every proposition, discuss it fully, freely and frankly don't belittle your "humble position" nor "be so exhaulted in your own estimation" that you cannot stoop to enlighten or be enlightened, let no fear of being misunderstood or misinterpreted deter you from giving expression to your honest thought and understanding; you may be wrong and the only way to convince you may come through contact, the only proof of error may come through its application or expression.

Your personal opinion like your personal self is but an atom in the great universe of existence but as important as the greatest for it has its influence which cannot be estimated and which will only be proven in development.

Servility—the germ of degeneracy—is the scorn of the strong. Manly assertion of honest opinion meets and merits admiration. Tennyson says:

"Write on your doors the saying, wise and old Be bold; be bold, and everywhere be bold; Be not too bold, but better the excess Than the defect, better the more than less."

It seems that the great warfare for principle, establishing the moral and legal rights of the employee, and the privileges of the employer, which has been so fiercely waged, and which has entailed so much suffering and loss, has at last reached a point of armistice where the leaders of both forces are expressing a desire for amicable settlement.

In all the conflicts of the past, calm after thought has fully demonstrated that there was elements of right and justice, as well as wrong and oppression, in the measures sought to be established; as well as in the means to maintain and effect their adoption and enforcement.

Theories seemingly perfect in their lines of reasoning and adaptation, tending towards the perfecting of needed reform, often meet an opposition of selfish prejudice against innovation, or conditions which make them inoperative as corrective measures.

Conditions, containing elements confessedly wrong, are often honestly maintained and patiently suffered because the means of suggested improvements do not meet with approval.

The great mass of humanity never awake to question, or attempt to correct wrong or oppressive conditions until goaded to action by great suffering, or raised to reflection by a process of education, that causes or enables them to reflect upon, and deduct from those lessons of the past the resultant present and the unfolding future. That past, whose strife for better things has often had above its contention the cloud of selfishness and the smoke of passion, has most often been blindly fought for vantage, not for truth.

Human limitation of knowledge will excuse the failure of an honest effort, but the limit of a human life—a flash of light in the great eternal—should contain no effort to excuse intentional wrong.

The great past teaches us that good comes surest from a judgment calm, and reason passion free.

Based on a studious review of the actual experience past, having in mind the powers of legislators over the subject under constitutional limitations, as established by judicial decisions, with knowledge ripe, research deep, and judgment strong, with not a selfish or ambitious thought, several lawyers and judges in conference and after earnest debate and argument touching every possible objection, construction and bearing in its operation, have evolved the wording of an act greater than that which freed this land from chattel slavery.

An act that will emphasize and establish that foundation principle of this nation, "that all men are and should be free and equal under its laws."

And we feel that not a citizen of the millions under our "Banner of the free" will raise a selfish protest, but, be they the descendants

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in itself sufficient for the entire occupation of one woman, and the health and comfort of the whole household are dependent on the fidelity and intelligence which direct it.

Yet the mother's responsibility and care have only their beginning here. The needs of the children from infancy to adult life, in health and sickness, their training—physical, intellectual and moral—here is another department which demands for its fulfillment the vitality and best powers of the mother in the home. The oversight of the clothing of young and changing forms is a care that is sufficient for one head and pair of hands, even when people are sensible enough to pay little court to Dame Pashion.

Most of all in the home is the companionship of the wife and mother to husband and children, for which she needs time for her own physical requirements of air, rest and refreshment, time to keep up her reading, her interest in books, pictures and music, that she may never become a household drudge, a mere minister to temporal needs, but that she may be the beloved friend and counselor.

I once had a friend whose wisdom and judgment I think worthy of imitation. She, or rather her husband, possessed wealth, but doubtless he recognized that she earned a share in its distribution and might safely be trusted in its disbursement, as she was not extravagant or unreasonable in any way. He employed no nurse for her little children, but she, with a relative who resided with her, took the entire care of them herself, so that they were constantly in association with refined people and with those whose affection for them was strongest, instead of being with hirelings who might or might not be trustworthy. But she never spent any time on fancy work or sewing of any kind, as ample means permitted the purchase of things desired and the hiring of all necessary sewing for a family. She was her children's companion and friend, and she gave them the best of herself.

When a woman of large mind, ripe judgment and sound heart gives herself to this loving service, who can estimate its value and its influence reaching and widening out as son and daughter go forth into the world, who have been trained under such blessed ministration?

But what wonder is it if, just as she is most needed, when sons and daughters are growing up, the stress and strain which might properly have devolved on three women have been too much for one alone, and she is taken from this world just when her life is most valuable to those who are perhaps blindly unaware of the cares and responsibilities of woman in the home.

ANNA ALCOTT COMELIN.

### JUSTICE TO OUR GIRLS.

SIR EDWIN ARNOLD TELLS ENGLISHMEN THEIR IDEAS OF AMERICAN WOMEN ARE ABSURD.

In England men of letters and humorous artists are accustomed to treat the American girl from two widely differing, but in either case unjust, points of view, says the London Telegraph. "Mr. Punch's" artists confess graphically that the American girl is often sumptuously beautiful, but they rarely present her to public admiration without putting in her mouth utterances which are either grotesquely "outres" or downright vulgar. If she is asked to partake of refreshments, she declines on the score that she is "pretty well crowded already;" and, if the Chicago Exhibition is alluded to in her presence, she incidentally remarks that the World's Fair is "too big a chunk to be chewed" without difficulty. As for the English novelist, the American girls they depict are, in most instances, handsome and more or less unscrupulous young persons, who complete their education by the intense study of Burke and Debrett, and who embark on board the ocean steamship which is to bring them to Europe with a firm resolution to marry very high up indeed in the English peerage. We shall never have a thoroughly artistic series of studies of the American girl from English pens and pencils until our countrymen recognize the fact that American girls differ physically and characteristically among themselves quite as widely, if not even more widely, than English girls do. In the Union multitudes of girls may be met with who are almost Germans or Irish in blood. Half Swedish, half Spanish South Americans, half Italian types of femininity are also continually met with; and indeed, there are skillful students of American character who declare that the genuine American girl is only to be met with in New England-that is to say, in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut. In those States the original English blood has, with scarcely any foreign strain in it, descended from the time of the immigration of the Pilgrim Fathers to our own days. They are the true "Yankees;" and yet unobservant writers are ready to typify the New York, or the Philadelphian, or the Baltimore, or the Virginian young lady as a "Yankee" girl.

length here, but personally-and I believe correspondents want my personal thoughts-I believe in pure wool next to the body, using heavy, light or medium weights according to your climate. For the winter have a longsleeved, high-necked vest and drawers or a union suit of both of these garments in one; over these wear well-fitting corsets. I know that many cry with dismay at the thought of corsets, but corsets that fit are well shaped and not too stiff are a comfort. They can be made injurious to the health by lacing, wearing them too long. waisted, etc., but for that matter any other garment may be distorted and have an evil effect. To the edge of the corsets fasten the stocken supports, and have them with two pieces at the top so they will not pull over the hips but on either side. Then don a muslin petticoat to the bend of the knees and a flannel one over that, finishing with a silk or mohair petticoat; all of the petticoats to be on shallow yokes. A corset cover may be high or low in the neck, and the wearer is now clothed warmly yet lightly, and in her right mind as well.

I know from experience that this style of dress is all that any one could desire, and I have found it for years conducive to health and comfort when the wearer has walked five miles a day and not felt her clothes dragging anywhere. In regard to corsets one more word: Do not buy the very heavy ones that remind one of a coat of mail. Have dress skirts made as light as possible, regulating the lining, facing and trimming with this end in view, and do not allow a street gown to rest upon the floor. Have your belt snug but not tight, sleeves not sufficiently tight to make bending the arms a task, and the colar comfortably high and loose. Never have your dress too tight over the chest and ribs-your lungs and stomach must not be closely confined. If round-shouldered do not add to the round effect by wearing suspenders for the skirts that are enough to drive a nervous person crazy, but improve your form by dumbbell and breathing exercises if you cannot take a course of physical culture, without going to extremes, however, as most fads do. door exercise, plenty of sleep, frequent bathing and diet are more needed than a reform in dressing sensible women. Select becoming colors and materials, and have the dress made in style to show off your good points and conceal the defects. This is pardonable vanity and is doing justice to ourselves as long as we keep health first in view. Following out the same I would say do not wear a heavy hat, and

buy winter wraps that are warm but not heavy. For this reason I cannot approve of a long cloak that clings and flaps until when walking one is tired out with its weight. In conclusion, remember that a gown may be light in weight, yet warm, and will prove fully as becoming as the more cumbersome one, costing the came amount.

### TALK WITH YOUR CHILDREN.

How many of our readers, who are parents, ever sit down and have a talk with their sons and daughters about matters of interest to them, concerning themselves, their past mistakes, present opportunities and future prospects? How few parents really know anything about the life purposes of the children, to say nothing of the sad neglect of so many to exercise their influence in forming the character of their offspring and preparing them for the duties and responsibilities of life. These are things that are as they should not be. Let us change the order and see if we cannot shape the future of our boys and teach them to shape it for themselves. That saying, "Circumstances make men," is a lie. Any boy or girl can forge a prosperous way through the most adverse circumstances, for nothing is so plastic as circumstances if taken at the right time. They are as the potter's clay. They are the ready servants, not the masters of men.-Christian Advocate.

Charles Delmonico, an undisputed authority says: The secret of good tea and coffee is in putting fresh water into a neat kettle, already quite warm and setting the water to boil quickly and taking it off to use in tea. coffee and other drinks before it is spoiled. To let it steam, simmer and evaporate until the good water is all in the atmosphere and lime, iron and dregs left in the kettle—bah' that is what makes a good many people sick, and it is worse than no water at all."—
Exchange.

### HOME.

Here is a man who has been down all day in the full tide of care that from morning till night floods the markets, offices and streets of our great cities. Tired, nervous, irritable, possibly a little disheartened, he starts for his home. If it is winter, when he enters there is a bit of bright fire that makes a bad temper seem like a sin in the contrast, a noise of children that is not dissonant and an evident care for his comfort, telling plainer than any words how constantly he has been in the minds of

bership. Further details will be gladly furnished by the Grand Secretary.

Fraternally yours,

THE RAILWAY AGENTS' ASSOCIATION, R. W. WRIGHT, Grand Secretary. Cleveland, O.

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan. 1, '94.

### The Boston Convention.

WEMBERS who intend to join the excursion in New England next June are requested to notify the Grand Secretary as soon as possible, in order that we may know definitely how many persons will have to be provided for. State whether you will be accompanied by your wife or any other dependent relative of your family or not. The line will be very closely drawn in regard to taking any persons on the official train who are not entitled to transportation courtesies, and our members, as good railroad men, will bear this in mind and appreciate the position of the association in the matter. So far as possible no member should take with him more than one person, except in the case of children, and here also we would suggest, as we have done in the past, that children, unless they are old enough to look after themselves, ought to be left at home if possible. Those who have had experience on similar excursions in the past will understand the force of these suggestions. It is probable that the official train will start from Chicago or from Niagara Falls. Members are requested, as far as possible, to be on hand to start with the train, and we would like to hear from all members who intend to be with us to advise which starting point would be the most agreeable to them. A day will be spent at Niagara Falls in any event. Briefly outlined the plans for the convention and excursion are as follows: Start from Chicago, or from Niagara Falls; day at the Falls; thence to Boston, via Albany, route to be decided upon later; two days in convention; one or two days in Boston and vicinity for sight seeing, trips to points of interest, sea shore, etc.; to White Mountains by special train, time probably three days; home via New York; one day, go as you please, in New York; back to Chicago or Niagara Falls and disband party. Time from twelve to fourteen days. Fuller details will be given in the February issue of our official paper.

WE present to you the best railway journal in the land for one dollar per year.

### Meeting of Seneca Division.

WELL attended meeting of Seneca Division was held at Corry, Pa., November 17. President Butler was in the chair and the Grand Division was represented by Mr. W. W. Spencer. The following is the official report of the meeting:

CORRY, PA., Nov. 17, '93.

Regular meeting Seneca Division, R. A. A., called to order by President Butler in chair. Report of secretary was read, which showed that \$32.50 had been collected this evening. Grand Treasurer Spencer being present, he was invited to address the division, which he did in a short speech setting forth the plans for the good of the order, and outlining some plans for future work. On motion a committee of three, consisting of Messrs. Kepler, Lefford and Mulkie were appointed, to whom the members were requested to send any questions they desired to discuss or hear discussed in the division. From these questions this committee is to select a few and assign a member of the division to open the discussion. This program to be sent to the secretary, who shall include this information in his notice of the next meeting. The following officers were elected and installed: President, G. G. Usher, Corry, Pa.; 1st vice-president, W. S. Lefford, Warren, Pa.; 2d vice-president, A. L. Cottrell, Falconer, N. Y.; secretary and treasurer, W. A. McKay, Utica, Pa.

The outlook for the division is very favorable, and we expect to be able to do more this year than we have in the past.

W. A. MCKAY, Sec'y.

### Resignation of L.S. Bacon, Secretary Kansas Division, R. A. A.

McPhearson, Kan., Dec. 9, 1894. MR. O. P. LISTON, President Kansas Div., R. A. A. and Member Executive Board:

DEAR SIR AND BROTHER:-I regret to be obliged to state that circumstances are such that I cannot longer spare from my railroad duties the time necessary to give proper attention to the office of secretary and treasurer of this division and would therefore tender you my resignation to become effective January 15, 1895, or as much sooner after January 1, as you may see proper to elect my successor. After severing my official connection with this division I wish to assure you, however, that I shall still remain a loyal member of the association and ever alive to the interests of Kapsas Division.

> Yours in F. T. I., L. S. BACON, Sec'y-Treas.

### Dues for 1894.

NCE more it becomes necessary to call attention to the matter of dues, which is now payable for 1894. The following circular which is being mailed to all members of the Grand Division is self-explanatory and we trust that all members will be as prompt as possible in remitting this year. Don't lay the notice aside but attend to the matter at once:

Railway Agent's Association.
HEADQUARTERS OF THE GRAND DIVISION.
CLEVELAND, O., Dec. 15, 1893.

DEAR SIR AND BROTHER:—Merry Christmas and a Happy New Year! The Railway Agents' Association sends greetings to its members throughout the length and breadth of the land. But a few days and the great vestibule of time, which opened so rich with hope and bright with expectation to us a twelve-month ago, will have closed upon us once more in its annual span, and again we shall tread the ample corridor of a New Year, while before us lie the unknown labyrinths of the future through which we pursue our course for weal or woe.

In closing the old year it is but fitting that we should briefly outline the work of the past and look forward to the possibilities of the future. We have sustained the natural losses to be expected in an organization of this kind and have also made many encouraging and gratifying gains.

Our disappointments have been:

Losses in membership in some divisions, mainly attributable to the hard times and the inherent weakness of the local division plan as at present conducted.

The financial depression which has resulted in the reduction of salaries in the station service, as well as among other classes of wageworkers.

The enforced postponement of several projects in which the Association is vitally interested and which must of necessity await the return of prosperity in railroad circles as well as in other industries.

Our encouragements have been:

A steady increase of interest and membership in the association among the best class of agents, and particularly in the Middle and Rastern states.

The cordial support and encouragement which has been given us by traffic officials all over the country, many of whom had never heard of the Association before but who are now actively connected with us as fellow members, and who have cheered us in the work by their endorsement of our policy.

The adoption of a definite policy which we have every reason to believe will eventually prove a practical solution of the problem of proper management of the station service, and which is now exciting much interest in railroad circles.

The fact that we are emerging from comparative obscurity as an organization to a position where we are known and recognized by the railroad world, which is in itself the most important step in our work of conservative sgitation.

The many pleasant gatherings of fellow members in various parts of the country, the assistance that has been rendered to brother agents and the closer cultivation of fraternal relations through our organization.

It is not difficult to see therefore that we have made substantial progress during the past year and that we have more reason to feel encouraged than otherwise. Enclosed you will find a pamphlet giving some of the kind sentiments expressed by officials which we know will be gratifying to our members. Now that we are commanding the attention of officials a feature of our work which has been the most difficult of accomplishment in the past, it is hardly necessary to urge all members to remain with us in the work and not to grow faint-hearted, as well as to suggest to those members who have permitted their dues remain unpaid to take necessary steps to be reinstated.

The next convention of the Association will be held at Boston, Mass., probably in June, 1894. Our railroad friends in the east have promised us a royal reception. We will have a large membership in the eastern states by that time, and we trust that members in other parts of the country will prepare to make a good showing to their brothers in the east. Full particulars will be given from time to time in our official paper.

In order to bring all members as closely into touch as possible with the association and with one another, we want to urge everyone to write as often as possible for The Station Agent and also to make use of the Grand Division at any time that any information or courtesy is desired. We are always glad to hear from members and want them to feel at all times to lay any matter before the Association.

Fraternally yours,
THE RAILWAY AGENTS' ASSOCIATION.
R. W. Wright, Grand Sec'y.

WE present to you the best railway jour in the land for one dollar per year.

would accomplish anything by informing your superintendent of these facts? Oh no! Your man has gone, the expenses have been reduced, and the superintendent's expenses for his division shows a decrease. He is practicing economy, even if it is done at the expense of the traffic department, or in other words, at the earnings of the station. And it is generally a suicidal policy for an agent to make a report of this kind to his traffic managers, because if they should take the matter up with the superintendent for adjustment, that agent's days are numbered, especially if the station's force was increased against the will of the superintendent. You are carrying things over the superintendent's head.

Allow me to draw a true picture. Study it carefully you agents who have a station forcecommensurate with your duties. I know of one particular station in a certain western state that has had an agent and a \$30.00 per month helper for about six months in the year. This year the agent has handled the entire business single handed and alone, the helper having been laid off with the plea, "that the expenses of the division showed a decrease over last year," and the company could not allow the helper nor any assistance whatever. That agent must bear the blunt of a decrease of business at all other stations, when at this particular station the business shows an increase over all former years. This station is forwarding from 80 to 115 carloads per month, ticket sales running from \$300 to \$500 per month. In freight, 20 full carloads in addition to L. C. L. freight per month. A Western Union Telegraph business of \$100 per month, with the handling of all the baggage, mail pouches, looking after five switch lamps, delivering all messages, and attending to the train order work, and all this in addition to the express business. At this particular station I know of a direct loss to the company of \$100 in the month of October in World's Fair business, because the agent could not give the last reduction in rates due publicity. This station is handled by one man with a princely salary of \$50 per month, and compelled to work sixteen hours every day. And the station is doing a business of from \$6,000 to \$8,000 per month. Do you suppose for a moment that the agent at this particular station is working with a light heart, and is doing all he can to increase the business of that station, thereby assisting in covering himself up with work from under which he could never crawl? Do you suppose he is pleasant with everyone with whom he may come in contact as patrons of the company? There is a limit to human endurance. The agent at this station is a slave, and knows it. I have known him to make fifteen deliveries of W. U. messages inside of four hours, and then get a blessing from the train dispatcher because he had been calling him for five minutes. This is a true picture as it stands November 18th, 1893, and no doubt there are thousands of others just like it. There never will be a remedy until the station service is placed under the supervision of the traffic department, so that when an agent can prove to the traffic officials (who would then have all authority to act in the matter) that the employing of an extra man meant an increase in station earnings, in a great many instances, a sufficient amount in one month to pay that man's salary for a year. You chain your dog up in the barn and he can accomplish nothing towards guarding your house, and it is very doubtful if he would even have much interest in the matter. The time will undoubtedly come when the traffic department will awaken to the fact that the sooner they assume the management over the station service, the better it will be for the company's interest. As the agent is the source from which all revenue must necessarily come, do not block his efforts, but rather come to his assistance. Do not stop the fountain, but give the agent all necessary assistance. Let him have a chance to go out and mingle with the people occasionally, and do all necessary advertising and soliciting, and there will be less talk about hard times and fewer railroads going into the hands of receivers.

### Superintendent of Agencies.

[Communicated.]

T should need but little reasoning to demonstrate the utter impracticability of so arranging matters as to have a station agent report exclusively to one man, which, I presume, is the goal suggested in Mr. Love's article. The reason given that we have a superintendent of telegraph, etc., is no reason at all, because the fact remains that the agent owes allegiance to nearly all departments, while the operator has but one. A superintendent of agencies would have such a multiplicity of duties as would more than weigh down any one man. Every correction from the auditor's office, specials and rate sheets from the general freight office, discrepancies from the treasurer's office, etc., would, I presume, pass through his hands to enable the agent report to him exclusively. If it was thought unwise to go to those rounds to transact business, the superintendent of agencies would be of little

the better if we can succeed in restoring confidence in some of our dissatisfied brethren.

M. P. MORRISEY.

Velasco, Tex.

Agents:

You are reading every day the growing sentiment toward organization and association, and you will find this sentiment increasing when those who form these organizations are animated with the principles of the RAILWAY AGENTS' ASSOCIATION, which are mutual assistance instead of defensive combat.

Trace history back through the ages until the record is told only in rudest characters on stone, aye, when only the works of man in pyramid, sphinx and ruined temple tells how man combined for greater things—reason out the problem yourselves from selfish, individual effort to the unity of tens, hundreds, thousands, millions. Then eliminate, in your reasoning, the destructive element of combat, and the time and effort lost thereby, placing that time and effort on the side of assistance toward which the present points, and whose morning sunlight touches e'en now humanity's day of existence.

Organization, united, unselfish effort to do good unto others is the power that has raised humanity, and he who puts forth the greatest effort to advance his surroundings more surely develops himself; growth is outward.

It is so easy to ascribe selfish motive to human activity, selfishness is exalted when it benefits others. Look around you and see how much of such selfishness surrounds you. How many great men have been developed, how many fortunes have been acquired by what we term, through envy, "grasping selfishness?" Calmly consider how much those lives have added to advancement, how much of those acquirements are created additions to human achievement and worldly wealth, and how much they benefit humanity.

Opposition to organization is the outgrowth of the fear of combat and oppression that superior force too oft engenders. When the powers of organization are used in assistance and educational advancement—as the present portends—then all but despots will hail it gladly, but not until public sense and sentiment are moulded to understand; forced perhaps to conclusions that reason and prejudices could not comprehend; can we hope for that ultimate fellowship which shall restore us to paradise.

Read over and over the past and its lessons, you are the outgrowth of those forces, they are full of prejudices; reason and wisdom comes later; how much are we swayed and colored by those prejudgements amidst changing conditions and honest mathematical conclusions of cause and effect?

Look back over your individual life and experiences and say what thoughts and acts have shed a halo round your life, and then what others cause a pang of regret; what deeds have developed you and what others have dwarfed you; the excuse of necessity does not detract from the pleasure or the regret.

Thus the great battles of organizations, whatever mede of necessity seems to enter into the contest, there is ever a regret in the hearts of both contestants at the passionate strife, while in the settlement through friendly debate an elevating sense of duty nobly done touches every reasoning mind. Whether the object striven for is fully attained or no, there is greater satisfaction in calm reason than bitter strife.

Let me again voice the sentiment, and let every agent in the land decide the "problem" with your "instinctive mathematical precision"-"figure it out" - that the Railway Agents' Association is founded on the most solid tenable foundation principle of all organizations,-for you are laborers striving to advance yourselves, your co-laborers, your occupation, the interests you represent, and a principle of equity and justice which has been the theme of church and society—assistance; I do not use the word assistance so much in a financial sense as I do mentally and morally; throughout all those ages past, dark with the cloud of strife, yet ever and ever struggling toward the sunshine, and blessing and enjoying its brightness.

### Hard Times.

THE following letter received by the agent of the P. & L. E. at Lowellville O., "takes the cake dish."

dec. 19, 18,93
to the station agent at the ple i have not no
awnswer from them sheep pelts yet i want you
to loock them up to see if they landed in new
york or not please see to it at once as i need
money bad you mind it was 5 barls of sheep
pelts two weaks ago last saterday i got no
returns yet

bessemer lawrence Co pa

- and, Co. new york

this was the Co you shipped to your boock will show it

Our Christmas present! THE STATION AGENT at \$1.00 per year after Jan., 1894.

### A Cleveland Road Recognized.

MAT the management of the Lake Shore Railroad Company is appreciated by the other railroads of the country is evidenced by many indisputable facts. The late John T. R. McKay, general freight agent of the Lake Shore, was for many years, and until his health failed him, chairman of the freight committee of the Central Traffic Association. Only a short time ago Mr. C. P. Leland, auditor of the Lake Shore, was elected president of the Association of American Railway Accounting Officers. General Passenger Agent A. S. Smith has for years been the secretary of the National Central Passenger Agents' Association. When superintendent of the Lake Shore Mr. P. P. Wright was president of the General Superintendents' Association. present Mr. A. M. Waitt is president of the National Car Builders' Association. The Lake Shore has for years been considered a foremost railroad, and this recognition of officials by other roads shows conclusively that the management of the road is held in high

The Columbian Exposition, says the Railway Age, was a gigantic financial enterprise. The total receipts of the Exposition company were \$28,238,828.86 and the expenses up to date have been \$25,540,537. After meeting unsettled obligations it is estimated that the net assets will amount to \$1,862, 483, which will be sufficient to pay a return of ten per cent. on the capital stock of \$5,604,000. The \$5,000,000 or so which the stockholders therefore will not get back and the \$5,000,000 appropriated by the city make \$10,000,000 contributed by Chicago directly to the Exposition, besides millions more expended in various ways in the same connection. Certainly the people of this city were munificently liberal toward this greatest of industrial exhibitions and the railway companies were among the largest givers.

### George A. Rounds.

E are pleased to note the deserved promotion and recognition of the ability of our co-laborer in the east, Mr. G. A. Rounds, who has accepted the position of traveling auditor of the N. Y., N. H. & H. Ry., commencing January 1st, 1894, and congratulate the N. Y., N. H. & H. Co. in securing his valuable service.

### A Mighty Monarch's Menu

Is not surpassed by that daily offered patrons of the Nickel Plate Road in its superb dining ars.

### Courting a Rich Man's Daughter.

William Vanderbilt had six children, three boys and three girls. Elliot Shepard married the eldest, W. McK. Twombly the second and Dr. Seward Webb the youngest. When Mr. Twombly was courting his wife the family was at Saratoga. Twombly was about twenty-eight years old then. He was a clerk at the Western Union office in New York on \$1,800 per annum. A friend said to him:

"Mac, I see you with Miss Vanderbilt a good deal. She seems to like you. Why don't you marry her?"

"Good Lord!" he answered, "why, I would be crazy to think of such a thing."

"I don't know about that," the elder man replied; "go in and win. Try it."

Two nights after that the friend and adviser met Twombly. "By Jove, you're just the man I want to see. You know what you advised me to do?"

The other nodded.

"Well, I've done it."

"All right, wasn't it?" the other asked.

"Yes," said Twomble.

"But what am I to do with the old man?"

"Go straight to Mr. Vanderbilt as though he hadn't a cent and ask him for his girl. Always act like a man," said his friend.

So the next afternoon, when he had had a talk with the young lady, he saw the millionaire sitting on the piazza of the great States hotel. He happened to be alone. Twombly approached him nervously.

"Mr. Vanderbilt," said he, in a rather tremulous voice, "can I say a word to you?"

"Why, of course," the other replied, his eye twinkling a little. He had a pretty good idea of what was coming.

"Well, sir, I want your permission to marry your daughter Marry."

The father took off his glasses and wiped them carefully with his handkerchief. He put them on and looked at Twombly.

"What is your income, Mr. Twombly?" "Eighteen hundred dollars, sir."

"And do you think you can maintain my daughter as she is used to living on \$1,800?"

I don't know, sir, but I can keep her as well as you kept her mother when you married her," said Mr. Twombly, with spirit.
"Go and see what her mother says. If she

doesn't object I won't."

She didn't object. They were quietly married and went to live in a small house away down town. They lived there a year, and on the first Christmas gave Mr. and Mrs. Vanderbilt the best dinner they had had for many a day, for the young wife cooked it herself. week thereafter Mr. Twombly was elected vice president of the Western Union at \$15,000 a

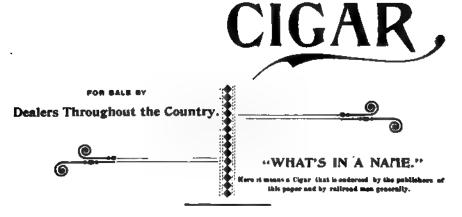
# SMOKE THE BEST.

RAILROAD MEN WANT GOOD CIGARS, BUT CAN'T ALWAYS BE SURE OF GETTING THEM.

To meet this demand we have placed on the Market a High Grade of Cigara for Railroad Mon's Trade.

THE NEXT TIME YOU BUY ... ASK FOR





# OUR BOX PRICES ARE:

25	Box,	 	 	\$2 00
50	Box,	 	 	8 50
10	Box,	 	 	6 25

If your dealer does not keep them send five two-cent stamps to us for a sample.

# COLLINS & BURKLIN, MANUFACTURERS.

477 SUPERIOR ST.,

CLEVELAND, O.

# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

DECEMBER, 1893.

No. 4.

# SOME LEGAL ASPECTS OF RAILROADS.

WM. ARCH MCCLEAN.

e course of time, along with the deopment of railroads and railroading, ome many apparently conflicting legal ons as to the duties and responsibilities roads and their employees to each other. e, certain fixed principles became recogand established, the following being ags of such principles from latest dei. They may be said to be as legally t in their application to all branches of ering as to railroading.

the first place, a railroad company owes y employee the duty of providing a reay safe place in which to work, and reay safe instruments, tools and machinery k with. As a matter of course follows ty of exercising reasonable care in regunspecting cars, brakes and other appliused by their employees so as to ascersuch appliances are in a suitable and indition, and to remedy any defects that e discovered. The diligence of the coms to be in proportion to the hazard of rvice.

a late case a railroad brakeman, in as-; to shift a train, jumped upon a car just train was about to move and proceeded form his duties. While so engaged he the track, was run over and killed. It ed that the brake on the car was defecid dangerous and had been negligently tted to remain so by the company. The was discoverable upon the attempt to : brake, and the brakeman had only two e minutes to become acquainted with racter and condition. It appeared that l never seen the car or brake before the f the accident, and whatever knowledge of it must have been acquired during ief period that he was on the car before off. He was seen to pull on the brake just before his fall. Such a fall could result from the slipping of the wheel in an attempt to work the brake, and the verdict of the jury, sustained by courts, was that the defect in the brake was the cause of the brakeman's fall and that the railroad was negligent in not providing a reasonably safe brake on the car.

Railroad companies are not responsible for every accident that happens to employees. The latter take upon themselves the natural and ordinary risks incident to the performance of their services. By contracting for the performance of hazardous duties they assume such risks as are incident to their discharge from causes open and obvious, the dangerous character of which they have had opportunity to ascertain. No more apt illustration of this proposition can be found than in the repeated failure of suits for damages for the killing of brakemen by being knocked off the tops of cars by low bridges. The courts have uniformly held that railroad companies do not owe it as a duty to their employees to maintain bridges high enough for an employee to pass under while standing on top of a box car. Brakemen contract for the performance of hazardous duties. They learn about the road and bridges, and must look out for the latter. If they are caught it is their own fault according

A railroad company is bound to keep, maintain and repair the machinery so as to be reasonably and adequately safe to be upon and to use. The boiler of an engine had been condemned as unfit for use and was ordered into the shops for the purpose of repairs. When supposed to have been made safe it was ordered out and placed in the hands of its engineer and fireman. It blew up and killed both. It was shown to have been insufficiently repaired and the company was held respon-

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan, 1, '94.

low corsage, with lace veiling the neck, and no ornaments of flowers or jewels, a stout woman can take as graceful a picture as either she or her friends desire.

A fine, example of stoutness and grace in a picture are the likenesses of no less a personage than Queen Victoria,

The last time Miss Georgia Cayvan visited her photographer she hit upon a happy pose for a plump young woman. Seating herself in a narrow-backed chair she turned her head back a little in profile, and smiled into the face of the camera as if she were speaking to a friend.

"That is the secret of the good photos the actresses take," said one of the best photographers in the world. "They easily imagine people are looking at them."

When Miss Herbert, daughter of Secretary Herbert, went to have her picture taken to be put in the group of Cabinet ladies, the artist posed her smiling into the heart of a rose, and the picture fell far short of doing justice to Miss Herbert's classic face. The eyes were lost in their downcast gaze, and the nose, which would have been a joy in profile, was unappreciated.

## HOW TO MANAGE THE HAIR.

One can hardly dress the hair too loosely for a picture. Mary Anderson used to say that she arranged her hair as carefully as if for a dinner party, and then went to work and pulled it down again. By which she meant that she loosened it until it was fluffy around the head, forming a rich setting for the face.

Many photographers insist upon touching the front hair with powder "to bring out the high lights," and they beg that a bit of lamp black may be used upon the eyebrows "just to shade the eyes becomingly.

 Mrs. Harrison's spirit rebelled against these improvements, and so in many of her pictures the delicate tones of her hair and eyes were faded when seen after the camera had done its work for them.

# HOW TO CONCEAL BLEMISHES.

It is easy in a picture to conceal any blemishes that may exist in life.

An obnoxious mole, too prominent, for a beauty spot, may be covered with wax and powdered over. A light veiling may be draped over scars or bruises.

One of the most famous beauties that ever lived, the Empress Louise, mother of the old Kaiser Wilhelm, had a frightful scar upon her neck just under the ear. And to hide it she always drew a quantity of white tulle veiling across her graceful throat and over the afflicted side of her head. The affect was very

lovely, and today women are buying the Empress' picture for an ideal head, all unconscious that the gauzy drapery conceals an ugly wound.

There is a funny little thing about Mrs. Cleveland—everything is Mrs. Cleveland now—which is not known at all. When she first went to the White House she knew very little at all about being photographed, and her picture as a bride were very ordinary. One of them showed her in a sailor hat with three rows of puffing around the crown and the brim tipped forward, in school girl mode, over her eyebrows. Of course, the picture was old fashioned before the first series of Washington dinners had been digeseted. And meanwhile Mrs. Cleveland studied the art of taking a pretty picture.

The old pictures are still in existence, but Mrs. Cleveland will not allow the public to see them.—Augusta Prescott in the *Clevelana Leader*.

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### CORNELIUS VANDERBILT.

Less is known about Cornelius Vanderbilt than any other of New York's great men. He is modest to the point of bashfulness. He never sees reporters. He never attends public dinners or other functions. He seldom goes to his clubs. In a word, he avoids publicity and keeps himself entirely in the background, He is a very busy man, and devotes his time to his great railroad interests, his home, and his religion. Years ago he used to teach a Sundayschool class. Even now he sometimes goes to the Young Men's Christian Association and talks to the boys there. But he is as nervous as a witch all the time, and breathes more freely when his task is over. He may be seen almost any afternoon these bright autumn days, walking briskly along Fifth Avenue with his wife or one of his children by his side. Although he gives away in charity each year one hundred thousand dollars or more, he is very exacting in all money matters. It is believed that he has added ten million dollars or more to the large fortune left him by his father. But, even with this he is not the richest man in America. There are half a dozen others whose fortunes are much larger.

WE present to you the best railway journal in the land for one dollar per year.

"The Pen is mightier than the Sword," but it is not quite as "immediate" in attracting attention to the point.

### GOOD ADVICE.

Mrs. Witherby-I am going to open an account in a dry goods store today.

Witherby-Do they know you? Mrs. Witherby-No.

Witherby-Then wear your sealskin.

Mrs. Brush-Has the hanging committee decided about your picture yet?

Brush-Yes.

Mrs. Brush—Are they going to hang it? Brush-Dubious; I heard the chairman say he thought hanging was too good for it.

## THE TOUGH TURKEY.

"I'm old and tough," the turkey sighed, "One joyous thought now greets me— 'Tis of the trouble I can give To any one that eats me."

-Washington Star.

"The hand that spanks the baby Is the hand that rules the world."

### INDIAN SUMMER.

Far off the mountain outlines, soft and dim Melt in the tender opal-tinted skies, Which, like the jasper walls of Paradise, Seem watched by dreamy, cloud-wrapped cher-

Stilly the sunshine, like a pale, gold sea, Shimmers within the horizon's sapphire ring,

Spun with fine threads of gossamer that

swing Like signal lines between my love and me.

And like a spirit on the yellow waves, The thistle-down floats airily from sight, While pallid butterflies in circling flight Woo, wed, and vanish into unknown graves.

Leaning upon a gray and moss grown wall, Bordered with fringe of frosted golden rod, I wonder if across the hills of God You look today and listen for my call.

For though upon the lightest air that blows I may not breathe your name to mortal ear, Hath not the soul a cry that love must hear, And answer by the tokens that love knows?

What matter if I stand here in the clay From which you are absolved by nature's law

Shall not th' immortal bond between us draw

Our souls together on this rare, calm day?

In the still glory of the low, soft sun,
The viewless walls of heaven grow so thin That unseen scraphs, gliding out and in, Blend mortal and immortal life in one.

–A. L. M., in Frank Leslie's.

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# Don't Wait.

If you've anything good to say of man Don't wait till he's laid at rest, For the eulogy spoken when hearts are broken Is an empty thing at best.

Ah, the blighted flower now drooping lonely, Would perfume the mountain side, If the sun's glad ray had but shone today,

And the pretty bud espied.

If you've any aims to give the poor, Don't wait till you hear the cry Of wan distress in this wilderness, Lest the one forsook may die. Oh, hearken to poverty's sad lament!

Be swift her wants to allay; Don't spurn God's poor from your favored door,

As you hope for mercy one day.

Don't wait for another to bear the burden Of sorrow's irksome load;

Let your hand extend to a stricken friend, As he totters adown life's road.

And if you've anything good to say of a man, Don't wait till he's laid to rest; For the eulogy spoken when hearts are broken Is an empty thing at best.

-St. Paul Globe.

# Deafness Cannot Be Cured

by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imper-fect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be de-stroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give one hundred dollars for any case of Deafness (caused by catarrh) that can-not be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75c.

# If I Should Die To-Night.

If I should die to-night, And you should come to my cold corpse and say, Weeping and heartsick o'er my lifeless clay-If I should die to night,

And you should come in deepest grief and woe,

And say, "Here's that ten dollars that I owe," I might arise in my great white cravat And say, "What's that?"

If I should die to-night, And you should come to my cold corpse and kneel,

Clasping my bier to show the grief you feel— I say, if I should die to-night, And you should come to me there, and then Just even hint about paying that ten,

I might arise the while, But I'd drop dead again.

-Ouincy Spice Box.

the Alpine group to which it belongs. The depth from the observatory constructed immediately over the tunnel where the ground is highest is 5,460 feet. The height of Mont Frejus is little less than 10,000 feet above the level of the sea. The central part of the tunnel is about 20,000 feet from each end, and more than 5,000 feet below the top of the mountain. The celebrated St. Gothard Tunnel, the longest in the world, is 48,840 feet in length.

It is a curious fact that some of the earlier and more popular geological theories were completely overthrown by the experiments made in connection with the building of the tunnel. For example, among the hypothetical assumptions that went at one time for facts were the belief that granitic rock was the nucleus of the earth, and therefore that it would be found forming the central mass and axis of all mountains; that great convulsions had accompanied the elevation of mountain chains; that there was a complete system of circulation of water through rocks in the interior of the earth, and that as the temperature of the interior of the earth increases at the rate of one deg. Fahr. for every fifty or sixty feet, there would be serious difficulty in cooling or ventilating any work carried on so far in the earth's interior as the center of such a tunnel as this. The tunnel works when completed gave a practical answer to these various hypotheses; and each was proved to be without foundation. The prevailing feeling had been so strongly in favor of cataclysms, outbursts of extreme violence, sudden upheavals involving the fracture and disruption of rocks rather than of slow gradual movement and change, that the lesson taught by the tunnel was nothing less than a shock to geologists of the old school. The tunnel through the crest of the Alps had no tough granitic rock to penetrate. Its worst troubles arose from the presence of a band of quartz about 1,000 feet thick which took a year and nine months to pierce. With this exception no real difficulty was met with on account of the rock. The rocks at the French end were for a long distance more troublesome in working than those at the other end, and were also more varied in their nature, as they included many bands of limestone and gypsum, as well as quartz, while on the Italian side there was no change from the commencement, all the material worked being comparatively soft schist with innumerable veins and films of crystalline limestone and quartz. So far from there being a core of granite in the crest of the Alps, there is not even a rock that exhibits more alteration than

is common in most of the older series of strata found everywhere in Europe. Neither is there any appearance of dislocation. Even as regards the presence of water in a mountaindistrict where the ground is covered with snow many months of the year the difficulty was far less than was anticipated. A small quantity of water followed the workings from both ends, and strange to say the quantity was nearly the same in both. A water-proof brick lining was constructed simultaneously with the advance of the boring and the water issued from the unlined part to the extent, speaking roughly, of 40,000 gallons per day from each end. From time to time, great distances apart, fissures were reached containing water under pressure. On occasions it has pushed forward the rocks and gushed out into a jet to a distance of 20 feet, but this lasted only a short time—at most but a few hours. Compared with what has been met with is other tunnels these stores of water are hardly worth mentioning.

One of the most wonderful features in connection with this great undertaking was the steadiness and rapidity with which it was carried through. Although before that time there had been many completed tunnels of a mile, or even two miles, in length, they had been worked from one or more shafts as well as from the extremities, and thus the difficulties arising from distance were not felt. Enormous as was the magnitude of the undertaking, it must be acknowledged that in many respects the Alpine tunnel was an exceptionally easy work; but an average progress of 250 feet per month, including all delays and stoppages, carried on for thirteen years without interruption, was a matter of which engineers might well be proud. What is perhaps more remarkable still is the fact that during the last years, when the work was carried on more than three miles from the outer world the advance averaged nearly 500 feet per month. The greatest amount of work performed in a single month was in May, 1867, when 297 feet were bored in the Italian side alone. chinery used for piercing the mountain was at once simple, ingenious and effective. It consisted of an ordinary tool or solid chisel of steel of great size and weight, driven horizontally against the rock with great rapidity and force, the tool being slightly turned at each stroke. So rapid and powerful was the machine that a hole a couple of inches deep has been bored into a solid block of the hardest

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Mr. Galetzki began work on his part of the line two years ago. The 24th of May, 1891, the czarowitz turned the first sod, laid the first rail and drove the first spike at Vladivostock. Work was then pushed to both ends of the line. In Russia the railway starts from the station in the Ural mountains where the European line now terminates; and on the railway, by means of a junction, a continuous journey can be made to Moscow and to other Enropean cities. Mr. Malowansky said that about 200 versts of the road had been finished by Mr. Galetzki, 400 more are partially finished and the surveyors are in advance for 400 additional versts. A verst is a Russian mile, being equivalent to two-thirds of a mile in this country. Ten thousand Chinese and Coreans are employed by the contractors, they being considered as handy for railroad building in bleak Siberia as America. The other workmen are convicts and ticket-of-leave men. The price paid per verst by the government is 60,000 rubles, amounting to about \$3,000,000 for the section under Mr. Galetzki's coarge.

The work is very expensive, as a great deal of blasting of solid rock must be done. Whole mountains of rock have to be moved, and deep gorges have to be made. Much difficulty was experienced in getting the material to Siberia. A large part of it had to be shipped to the Pacific coast, and then up to Vladivostock. Transportation across Siberia under existing conditions is slow and cumbersome. The deep snows in winter impede and stop work. These facts make the magnitude of the Russian government's huge undertaking more impressive than the mere statement of the line's extraordinary length. The steppes are uninviting in appearance, and dangers abound. Tiger and other wild animals have been shot along the line not far from Vladivostock. To now reach a city of European Russia takes forty days from Vladivostock, and when the railway is running one can go to St. Petersburg from that Siberian port in twelve days.

The idea of having this railroad was in the mind of the czar twenty years before work was begun. A commission which was appointed by the emperor in 1887 unanimously recommended the project on commercial and strategical grounds. It was foreseen that the cost would be immense, but the Russian government decided to bear it alone, accepting no foreign capital. The benefits that will accrue to Russia are expected to more than repay the expenditure. Among the advantages which the railway will bring about are the colonization of Siberia, which is a vast unpopulated portion of the earth; the development of

agriculture and of the Siberian mines, the opening up of new markets for Russian industries, and, in short, to make Asiatic Russia a source of revenue instead of constant expense, besides increasing Russian influence in countries bordering on Siberia. By building up Siberia the railway will aid Russian extension in Asia. Part of the trade of China, Japan and Corea will be diverted to Russia.

To transport freight from Shanghai to Vancouver, thence over the Canadian Pacific and across the Atlantic to Europe takes thirty-five days. When the Siberian railway is finished freight can be transported from Shanghai to Europe in eighteen to twenty days, and this saving of time will divert trade to the new line. Russia thus expects to cut into the business that now falls to the United States, Canada Great Britain, France and Germany. Russia had once a great caravan route across the desert, but the increase of facilities for ocean carrying caused it to fall into disuse. One drawback for the Siberian line is that the port of Vladivstock, to which all of its freight must. come, is closed by ice during several months of each year.

The estimate by the Russian engineers was that the railway would cost from \$30,000 temp \$67,000 a mile. Some parts are to pass through a country where engineering difficulties are great. The outlay is to be from 350,000,000 tem 400,000,000 rubles. The line will run close to the fifty-fifth parallel of north latitude from Zlatausk to Miask as far as the Yenisei river. Branches will there extend for about sixty miles to connect with the important towns of Tomsk and Omsk. The road will then follow a more southerly course to Irkutsk, go along the southern shore of Lake Baikal and through the valley of the Seeling river, cross the valleys of the Lena and the Amur to Lake Collan. where excellent coal has been found, thence run eastward to the steamboat station of Srejetinsk on the Amur river and along that stream southeastward to Khabaroff ka. There it will turn southward along the right bank of the Ussuri, run to Graffsky and terminate at Vladivostock in latitude 43 degrees.

Some doubters say this road will be a constant drain on Russia for years after it is built, and that it will not begin to pay for half a century, but even if it brings in no direct financial profits it is certain to be productive of good to the Russian empire. Although Siberia contains barren and almost useless wastes, it has millions of fertile soil, which with easy culti-

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Horatio Thomas, station agent of the C. V. R. R. at Richford, Vt., was assaulted and robbed of \$400 by unknown parties, Nov. 24.

Harry A Whitehead has been appointed agent of the Boston & Maine R. R. at Salem, with Eben S. Tibbetts as assistant.

A. B. Underhill, superintendent of motive power on the Boston & Albany R. R. for the past thirty years, will resign that position Jan. 1.

Herbert S. Cornell has been appointed agent of the Fitchburg Railroad at Wallornsac, N. Y.

Three burglars attempted to rob the safe of the B. & M. R. R. at Edgeworth, Mass., Nov. 26, but were captured by the local police.

Division 61, Brotherhood of Locomotive Engineers, held a grand union ball at Boston, Dec. 14. The affair was a great success, many officials being present.

George A. Hoyt has been appointed agent of the Fitchburg Railroad at Hubbardston, Mass. G. A. R.

Onr Christmas present! THE STATION AGENT at \$1.00 per year from Jan., 1894.

HOBART, Tasmania, Oct. 2, 1891. Dr. G. F. Webb, Ashtabula, O.

MY DEAR SIR.—I received by mail before last a registered parcel containing one of your electro-galvanic battery belts, with neck and shoulder appliances, and by last mail a letter containing pamphlets, etc. I have waited a short time before replying in order to give your belt a trial myself, and I am glad to be able to inform you that I am well pleased with it, and can truly say that it is the only style of belt that at all comes up to the representations set forth in their advertisements, and I may say that I have tried a great many myself and found them useless. I assure you that I shall endeavor to do you ample justice for your kindness. I have mailed you a copy of our official record for 1891, which will give you reliable information regarding our island, and hope it will be interesting to you. Hoping the book, which I have registered, will reach you safely, I remain,

Yours very truly, H. H. GILL.

Railroad Commissioner Billings of Michigan has addressed a circular to the managers and superintendents of all railroads operating in Michigan on the subject of heating and lighting passenger coaches. He urges the equipment of coaches, baggage, express and mail cars with fire extinguishers adapted to hand use, and warns the roads against the use of oil which will not stand a test of 300 degrees. All heaters must be of the safest known pattern and be kept in perfect condition, and all fuel heaters abandoned forthwith.

# National Anti-Train Wrecking and Anti-Train Robbing Bill.

INTRODUCED IN THE HOUSE OF REPRESENTATIVES, SEPTEMBER 16, 1893, BY HOM.

JNO. A. CALDWELL, M. C., SECOND DISTRICT OF OHIO.

H. R. 3188.

Express and railroad men can materially aid in the early passage of this bill by circulating the adjoining petition among representative citizens in their locality and sending it to their congressman.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That any person or persons who willfully and maliciously displaces or removes a railroad switch, cross-the or rail, or injures a railroad track or bridge, or does or causes to be done an act whereby a locomotive, car, or train of cars, or any matter or thing appertaining thereto, is stopped, obstructed, or injured, with intent to rob or injure the person or property passing over any railroad engaged in interstate commerce, and in consequence thereof a person is killed, shall be guilty of murder.

SEC. 2. That any person or persons who willfully and maliciously displaces or removes a signal or light upon or near to a railroad, or unlawfully and maliciously does or causes to be done anything with intent to rob or to injure a person or property passing over such railroad engaged in interstate commerce, shall on conviction, be imprisoned at hard labor not less than one nor more than twenty years.

SEC. 3. That any person or persons who unlawfully and maliciously throws, or causes anything to be thrown, or to fall into or upon or to strike against a railroad train, or an engine, tender, car, or truck, with intent to rob or to injure a person or property on such train, engine, car, or truck engaged in interstate commerce, shall, upon conviction, be imprisoned at hard labor not less tnan one year nor more than twenty years.

SEC. 4. That the Circuit and District Courts of the United States are hereby invested with full and concurrent jurisdiction of all causes or crimes arising under any of the provisions of this act.

(We hearthily endorse the "National Antitrain wrecking and anti-train robbing bill" of our contemporary *The Express Gazette* published in full above.

THE STATION AGENT has at various times pointed out to, and urged upon, the great railway fraternity that they were a power, and

uty to perform, in assisting to shape ion, especially in the interests of their vocation. It is not enough that railen, and this includes expressmen, emees of the railway mail service, and g car service—devote their time and only to the routine labor for which raw a salary." There is a higher duty ne owes themselves and their employnd that is to advance their vocation by ig their prerogatives as citizens.

is fraternity could be united on desired es, their numerical strength, as well as : of their widespread influence covering hamlet in the Union, would assure

further contend that it is not through finformation wholly, nor for lack of or inanition of desire for better things ding that providence rules all things best and that we simply drift with the and waves, there must be a uniform sion made upon this great social and mental structure, whose changes are it by general consent and united action, a new measure can be adopted.

re is no better method of disseminatch information and arousing public ent than through nonpartizan journals, eates no suspicion of "party axes to and arouses no prejudice of political

hope every railroader will take it upon f, yea; and herself, to remind their ntative in the halls of legislation that pect to be faithfully represented and is measure is one especially theirs.—

OF THE MANY LETTERS OF ENDORSE-MENT FROM PROMINENT RAIL-ROAD OFFICIALS.

wille & Nashville Railroad Company, President's Office. LOUISVILLE, Ky., Oct. 31, 1893. HRAGUE, ESQ., Cincinnati, O., R SIR:—This is a matter in which all l companies are interested. I will do

1 to have the proposed bill enacted into

Very truly yours, MILTON H. SMITH, President.

leveland, Cincinnati, Chicago & St. Louis Railroad.

CINCINNATI, Oct. 5, 1893. HRAGUE, Eso., Cincinnati, O.: R SIR:—I have an idea that railway ion, as a whole, must get into Congress of the states, and your move is in the irection.

> Yours truly, M. E. INGALLS, President.

Pennsylvania Railroad Company, Office of the First Vice-President, PHILADELPHIA, Nov. 1, 1893.

J. W. SHRAGUE, Esq., Cincinnati, O.,

DEAR SIR :- I have referred the matter of H. R. 3188—a bill for the punishment of train wrecking—to General W. J. Sewell, who will communicate with you on the subject and make an appointment with you in Washington at an early day.

Yours truly, FRANK THOMPSON, First Vice-Pres't.

Cincinnati, New Orleans & Texas Pac. R. R. CINCINNATI, Oct. 25, 1893.

J. W. SHRAGUE, Esq., City:

DEAR SIR:—I think the bill is in excellent shape, and I shall be glad to see it passed. Very truly yours, S. M. FELTON, Receiver.

Cincinnati, Portsmouth, & Virginia Railroad Company. CINCINNATI, Oct., 16, 1893.

MR. J. W. SHRAGUE, City:

DEAR SIR:—I think the bill covers the case exactly, and hope you will be able to get it through. It seems to me any fair-minded man in Congress ought to want to push it through for selfish reasons, if for nothing Very truly yours, else. SAMUEL HUNT, President.

Chicago & Eastern Illinois Railroad Co. Office of the Chairman, CHICAGO, Nov. 6, 1893.

J. W. SHRAGUE, Esq., Cincinnati:

DEAR SIR:—I earnestly hope that the bill may pass, believing that, wherever the interference with railroad trains occurs, the fact that the United States courts have jurisdiction would go a great ways to check them. A feeling of fear of action by the United States courts among this class of criminals is much greater than the fear from the State courts. Any proper thing that I can do to help forward the bill, I shall take pleasure in doing. It is in the interest of humanity Yours truly,
H. H. PORTER.

Chicago, Milwaukee & St. Paul Railroad Co. Office of the President CHICAGO, Nov. 6, 1893.

J. W. Shrague, Esq., Cincinnati, O.:

DEAR SIR :—I think such a law as proposed by Mr. Caldwell's bill would have a strong moral influence in the prevention of crime. It would be of much service to be able to prosecute such criminals in the United States courts, where they would not be so likely to escape through the weakness of the processes of the local courts.

Yours truly, ROSWELL MILLER, President.

"A Merry Christmas" and a "Happy New Year" to all! THE STATION AGENT \$1.00 per year.

# THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Rallway Service in General.

### OFFICIAL ORGAN

The Railway Agents' Association.
The American Railroad Clerks' Association,
The New England Railroad Agents' Association.

Entered at the post office at Cleveland, O., as second-elses matter.

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Vor. X

DECEMBER, 1893.

No. 4

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Advertising forms close on the 25th of the preceding

Month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a fevor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

To OUR SUBSCRIBERS and the railway fraternity generally:

THE STATION AGENT is not only published to interest and instruct in all the best that pertains to railway matters and interests, but it is the medium through which you may communicate to your fellows whatsoever may suggest itself to you as interesting and beneficial to them.

We contend there are no more active hustlers in this land than the railway fraternity—and the speed is increasing as the mechanism reaches greater perfection and precision. We expect the great army of railroaders to bear us out in our assertion.

We offer you the medium; don't sail to improve your opportunity.

WE present to you the best railway journal in the land for one dollar a year.

# Special Notice to Subscribers.

We propose to give our old and regular subscribers this benefit: The subscriptions of those paid at the rate of \$2.00—

To Jan., 1894, will be extended one month. To Feb., 1894, two months " " three months. To Mar., 1894. And at the same ratio throughout the year. We do this in a spirit of justice to those who have been our clientage in the past. We are considering the "chromo" also, but whether we find we can afford the "chromo" or no, to one and all we extend our sincere thanks for your patronage, good wishes and forbearase in the past, and promise you our earnest effort to make the journal better in the future.

Every railroad should have an advertisement in THE STATION AGENT.

# Chicago Office, No. 60 Wabash Avenue.

Mr. Edward S. McKenzie has been appointed general agent for THE STATION AGENT for Chicago and tributary territory, and can be found in the Fairbanks Building, No. 60 Wabash avenue.

# Reduction of Subscription.

It has been decided by this company to reduce the subscription price of THE STATION AGENT to one dollar per year commencing with January, 1894. We feel that this will largely increase our circulation, enhance the value of the journal as an advertising medium, and give our readers a benefit.

There will be no diminution of its pages, its size, or its matter, which we hope to enlarge and improve.

We shall attempt no song of self praise, but will let the journal speak for itself. We have tried to make it a value each month, and shall attempt to increase its usefulness and its field.

THE STATION AGENT.

# Business Popularity.

One of the most potent factors in business—stronger than the inducement in the price of the articles sold—is the good will, the kindly feeling toward the individual, the company or the corporation.

There are the little taxes and donations to private and public charities and improvements which every business man must contribute to from the fullness of his store.

The railway agent is the representative, the

# Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. NO TICKET AGENT is well informed unless he knows THE ADVANTAGES of the ROCK ISLAND ROUTE, and sends his friends via the C. R. I. & P.







VERY important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

> JOHN SEBASTIAN, Gen. Ticket & Pass. Agt., GREAT ROCK ISLAND ROUTE,

> > CHICAGO, ILL.

Or A. B. FARHSWORTH, G. E. Pass. Agt., 237 Broadway, New York, — I. L. LOOKIS, N. E. Pass. Agt., 4 and Washington Street, Boston, Mass. — W. J. LEARY, Pass. Agt. Mid. Dis., XXI S. 9th Street, Philadelphia, Pa. — Jas. Gass, Trav. Pass. Agt., 40 Exchange Street, Buffato, N. Y.

# Pittsburg & Lake Erie Ry.

"Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittaburg, to Washington, Baltimore, Cumberland and all points in the South East.

Twenty miles shortest line between Cleveland and Pittsburg.

- P erhaps you ne'er have traveled yet,
- & know not best what things to see ;
- L ist then to me-your friend well met.
- E 'er now you start—Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Pavorite Line.

G. M. BEACH, Gen'l Supt.

# NICKEL PATE. ALL AMERICA The North Chicago & St. kours R.R. SHORT LINE

BETWEEN THE

EAST AND WEST.

LOWEST RATES.

Direct Line, Through Cars

Chicago, Buffalo,

New York and Boston.

A. W. Johnston, Gen'l Supt. B. F. HORNER, Gen'l Pass. Agt.

CLEVELAND, O.

The

# RAILWAY AGENTS' ASSOCIATION, APPLICATION FOR MEMBERSHIP,

Maving received a favorable impression Officers and Members of .

l a favorable impression of the Railway Agents' Association, and being, I bereby apply for membership, ander the jurisdiction of your division, I bereby apply for membership, ander the jurisdiction and General Laws of ö certify that he is a accepted, I will support the General Constitution and General Laws in the capacity personally acquainted with the above applicant and c. r. of temperate habits, and believe, if admitted, he will said Association. I am at present employed by the . . . . . . Name. . . Post Office. State . . We, the undersigned, are p person of good moral character, member of the Association.  $\succeq$ eligible to 770 175 si, Dues. Total, Guclosed Peen, Company at

made in January, 1893, the applicant would send \$3.00 initiation fee and either \$2.50 or \$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of

dues would be 42 cents less in each case, and

so on for the year. Applications must be signed by two responsible citizens, preferably

members of the association, and must in all

cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will

be immediately assigned to the same; in other

cases he will become a member of the Grand Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the

Association is furnished to each member, and

he is also supplied monthly with the official paper, The Station Agent. There are no

annual dues cover all expenses and entitle a

member to the use of the Employment Bureau,

the official paper, and to the support of the

benefit fund, as is sometimes the case.

Association in any legitimate cause.

sessments unless authorized by local divisions for the purpose of maintaining a sick Further details as to the Association furnished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, 0.

Subscription to THE STATION AGENT IN duced to \$1.00 per year on and after Jan. 1, '94.

# Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself reponsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGEST, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by my affiliation with ours or any other organizatios.

# Make Use of the Association.

IJITH the notice of dues for this year, the Grand Division is sending out the following printed slip, which is given here with the earnest hope that every member will act upon the suggestions that it contains:

# PRESONAL.

Why not make more use of the association representing your branch of the service than you have done in the past? The Grand Division is always glad to hear from its members and to do all in its power to assist them. If you get into any trouble, lay your case before us and we may be able to assist you. In the past year the association has given material aid to many of its members. We do not want to interfere in matters of discipline, but often we have successfully interceded for members with the "powers that be." If you want any special information, write us. If you need employment, send us word and we will do what we can for you. If you need a clerk or any office assistants, write us. We have on the the applications of many deserving and conpetent members.

To make a long story short, we want you to feel, at all times, that the association is conducted for your benefit and that we are only too glad to serve you, when it lies in our power to do so.

R. W. WRIGHT. Grand Secretary.

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WE present to you the best railway journal in the land for one dollar per year.

# Study up California.

Every Ticket Agent should be thoroughly informed in regard to California Business at this time of year. NO TICKET AGENT is well informed unless he knows THE ADVANTAGES of the ROCK ISLAND ROUTE, and sends his friends via the C. R. I. & P.





# JUTE



JERY important changes have recently been made in round trip California tickets.

We are prepared to offer extraordinary inducements and facilities to intending travelers which cannot help but be to their advantage. For full particulars address

> JOHN SEBASTIAN, Gen. Ticket & Pass. Agt., GREAT ROCK ISLAND ROUTE,

> > CHICAGO, ILL.,

Or A. B. FARMEWORTH, G. E. Pass. Agt., 257 Broadway, New York. — I. L. LOOMIS, N. E. Pass. Agt., 206 Washington Street, Boston, Mass. — W. J. LEANY, Pass. Agt. Mid. Dis., 121 S. 9th Street, Philadelphia, Pa. — Jas. Gass, Trav. Pass. Agt., 40 Exchange Street, Buffalo, N. Y.

# Pittsburg & Lake Erie Ry. DOUBLE TRACK.

"Cleveland & Pittsburg Short Line."

Best, Shortest, Quickest and most Picturesque Route via Pittsburg, to Washington, Baltimore, Cumberland and all points in the South Rast.

Twenty miles shortest line between 20 Cleveland and Pittsburg.

- Perhaps you ne'er have traveled yet,
- know not best what things to see;
- ist then to me—your friend well met.
- er now you start-Go P. & L. E.

When you travel be sure and ask for ticket by this, the People's Favorite Line.

> G. M. BEACH. Gen'l Supt.

# The Mediljurk Chicago & Schouis RR SHORT LINE

THE . . **ALL AMBRICAN** 

BETWEEN THE

EAST AND WEST.

LOWEST RATES.

Direct Line, Through Cars

. . BETWEEN . .

Chicago, Buffalo,

New York and Boston.

A. W. JOHNSTON, Gen'l Supt. B. F. HORNER, Gen'l Pass. Agt.

CLEVELAND, O.

bership. Further details will be gladly furnished by the Grand Secretary.

Fraternally yours,

THE RAILWAY AGENTS' ASSOCIATION,
R. W. WRIGHT, Grand Secretary.
Cleveland, O.

Subscription to THE STATION AGENT reduced to \$1.00 per year on and after Jan. 1, '94.

# The Boston Convention.

MEMBERS who intend to join the excursion in New England next June are requested to notify the Grand Secretary as soon as possible, in order that we may know definitely how many persons will have to be provided for. State whether you will be accompanied by your wife or any other dependent relative of your family or not. The line will be very closely drawn in regard to taking any persons on the official train who are not entitled to transportation courtesies, and our members, as good railroad men, will bear this in mind and appreciate the position of the association in the matter. So far as possible no member should take with him more than one person, except in the case of children, and here also we would suggest, as we have done in the past, that children, unless they are old enough to look after themselves, ought to be left at home if possible. Those who have had experience on similar excursions in the past will understand the force of these suggestions. It is probable that the official train will start from Chicago or from Niagara Falls. Members are requested, as far as possible, to be on hand to start with the train, and we would like to hear from all members who intend to be with us to advise which starting point would be the most agreeable to them. A day will be spent at Niagara Falls in any event. Briefly outlined the plans for the convention and excursion are as follows: Start from Chicago, or from Niagara Falls; day at the Falls; thence to Boston, via Albany, route to be decided upon later; two days in convention; one or two days in Boston and vicinity for sight seeing, trips to points of interest, sea shore, etc.; to White Mountains by special train, time probably three days; home via New York; one day, go as you please, in New York; back to Chicago or Niagara Falls and disband party. Time from twelve to fourteen days. Fuller details will be given in the February issue of our official paper.

We present to you the best railway journal in the land for one dollar per year.

# Meeting of Seneca Division.

WELL attended meeting of Seneca Division was held at Corry, Pa., November 17. President Butler was in the chair and the Grand Division was represented by Mr. W. W. Spencer. The following is the official report of the meeting:

CORRY, PA., Nov. 17, '93.

Regular meeting Seneca Division, R. A. A., called to order by President Butler in chair. Report of secretary was read, which showed that \$32.50 had been collected this evening. Grand Treasurer Spencer being present, he was invited to address the division, which he did in a short speech setting forth the plans for the good of the order, and outlining some plans for future work. On motion a committee of three, consisting of Messrs. Kepler, Lefford and Mulkie were appointed, to whom the members were requested to send any questions they desired to discuss or hear discussed in the division. From these questions this committee is to select a few and assign a member of the division to open the discussion. This program to be sent to the secretary, who shall include this information in his notice of the next meeting. The following officers were elected and installed: President, G. G. Usher, Corry, Pa.; 1st vice-president, W. S. Lefford, Warren, Pa.; 2d vice-president, A. L. Cottrell, Falconer, N. Y.; secretary and treasurer, W. A. McKay, Utica, Pa.

The outlook for the division is very favorable, and we expect to be able to do more this year than we have in the past.

W. A. McKay, Sec'y.

# Resignation of L.S. Bacon, Secretary Kansas Division, R.A.A.

McPHEARSON, KAN., Dec. 9, 1894.

MR. O. P. LISTON, President Kansas Div., R.

A. A. and Member Executive Board:

DEAR SIR AND BROTHER:—I regret to be obliged to state that circumstances are such that I cannot longer spare from my railroad duties the time necessary to give proper attention to the office of secretary and treasurer of this division and would therefore tender you my resignation to become effective January 15, 1895, or as much sooner after January 1, as you may see proper to elect my successor. After severing my official connection with this division I wish to assure you, however, that I shall still remain a loyal member of the association and ever alive to the interests of Kansas Division.

Yours in F. T. I., L. S. BACON, Sec'y-Treas.

# Dues for 1894.

NCE more it becomes necessary to call attention to the matter of dues, which is now payable for 1894. The following circular which is being mailed to all members of the Grand Division is self-explanatory and we trust that all members will be as prompt as possible in remitting this year. Don't lay the notice aside but attend to the matter at once:

Railway Agent's Association. HEADQUARTERS OF THE GRAND DIVISION. CLEVELAND, O., Dec. 15, 1893.

DEAR SIR AND BROTHER:—Merry Christmas and a Happy New Year! The Railway Agents' Association sends greetings to its members throughout the length and breadth of the land. But a few days and the great vestibule of time, which opened so rich with hope and bright with expectation to us a twelve-month ago, will have closed upon us once more in its annual span, and again we shall tread the ample corridor of a New Year, while before us lie the unknown labyrinths of the future through which we pursue our course for weal or woe.

In closing the old year it is but fitting that we should briefly outline the work of the past and look forward to the possibilities of the future. We have sustained the natural losses to be expected in an organization of this kind and have also made many encouraging and gratifying gains.

Our disappointments have been:

Losses in membership in some divisions, mainly attributable to the hard times and the inherent weakness of the local division plan as at present conducted.

The financial depression which has resulted in the reduction of salaries in the station service, as well as among other classes of wageworkers.

The enforced postponement of several projects in which the Association is vitally interested and which must of necessity await the return of prosperity in railroad circles as well as in other industries.

Our encouragements have been:

A steady increase of interest and membership in the association among the best class of agents, and particularly in the Middle and Rastern states.

The cordial support and encouragement which has been given us by traffic officials all over the country, many of whom had never heard of the Association before but who are now actively connected with us as fellow members, and who have cheered us in the work by their endorsement of our policy.

The adoption of a definite policy which we have every reason to believe will eventually prove a practical solution of the problem of proper management of the station service, and which is now exciting much interest in railroad circles.

The fact that we are emerging from comparative obscurity as an organization to a position where we are known and recognized by the railroad world, which is in itself the most important step in our work of conservative agitation.

The many pleasant gatherings of fellow members in various parts of the country, the assistance that has been rendered to brother agents and the closer cultivation of fraternal relations through our organization.

It is not difficult to see therefore that we have made substantial progress during the past year and that we have more reason to feel encouraged than otherwise. you will find a pamphlet giving some of the kind sentiments expressed by officials which we know will be gratifying to our members. Now that we are commanding the attention of officials a feature of our work which has been the most difficult of accomplishment in the past, it is hardly necessary to urge all members to remain with us in the work and not to grow faint-hearted, as well as to suggest to those members who have permitted their dues remain unpaid to take necessary steps to be reinstated.

The next convention of the Association will be held at Boston, Mass., probably in June, 1894. Our railroad friends in the east have promised us a royal reception. We will have a large membership in the eastern states by that time, and we trust that members in other parts of the country will prepare to make a good showing to their brothers in the east. Full particulars will be given from time to time in our official paper.

In order to bring all members as closely into touch as possible with the association and with one another, we want to urge everyone to write as often as possible for The Station Agent and also to make use of the Grand Division at any time that any information or courtesy is desired. We are always glad to hear from members and want them to feel at all times to lay any matter before the Association.

Fraternally yours,
THE RAILWAY AGENTS' ASSOCIATION.
R. W. Wright, Grand Sec'y.

WE present to you the best railway journal in the land for one dollar per year.

# A Suggestion Regarding Time Changes.

[Communicated.]

QUCH vast benefits have been derived by the adoption of Standard Time, by all railroads in this country, that, today an advocate of the old system can not be found. If such an one still exists, I shall be pleased to hear from him. If profanity was reduced 40 per cent. by the adoption of Standard Time, I am quite sure that the railroad companies can still reduce it 25 per cent. more by adopting a standard time for changing their time cards. If you will give this subject five minutes careful thought, you can clearly see many benefits that would be derived by both the companies and the general public. To further illustrate my idea, allow me to outline by example: Let the managements of all railroads within the territory of the Central Traffic Association agree to a standard or stated times in the year when they will change time. This agreement can be arranged in the same manner as an agreement on passenger and freight rates. It is expected that the Trunk Lines will "set the pace," or rather, offer the first outline. The branches and roads making direct connections with the Trunk Lines will next fall into line, and last of all the small lines or feeders. This arrangement would give all roads an equal chance to perfect their time cards, and inform the public before they take effect.

This concerted action, of all lines in interest, would result in better and closer connections, faster time, better train service, less delays at junction points, better through car service would create a more friendly feeling between the officials of connecting roads and, in fact, I think it would cause "a blending together of the interests of the different parts of the great railway system of our country into one integral whole. Much of the friction now existing between railroad companies could be avoided by the executive officials of the roads becoming better acquainted with each other. Last, but not least, let us have a stantlard time when all railways, within a stated territory, will change their time cards.

Yours for improvement,

A. J. GUILFOIL.

Manistee, Mich.

# Held Up A Station Agent.

Two masked robbers held up Station Agent L. L. Matthews at Groveton, Pa., just as he was about to close his office for the night. Two revolvers were staring Matthews in the face just as he turned to leave the office. He was ordered to throw up his hands. Agent

Matthews told them he had no money. They relieved him nevertheless of \$25 and were about to search the station, which is occupied by the agent for more, when Matthews pleaded with them that there was no more money in the house and that his wife was dangerously ill and to go further would kill her with fright. The two men then made their escape, warning the agent not to come outside the building or he would be pierced with bullets.

# Dues for 1894 Are Now Payable.

Members may remit for either full year (\$5.00) or for six months (2.50). Remit as early as possible so that you may have your new traveling card by the first of the year.

All members of Grand Division should remit to Railway Agents' Association; R. W. Wright, Grand Secretary, Cleveland, O. Members of local divisions to their local division secretary, unless otherwise advised.

CERTIFICATES AND BADGES.—The handsome new membership certificates of the Association tastefully framed in oak will be sent to any member upon application to the Grand Secretary for 50 cents postpaid. It makes an appropriate and handsome office ornament.

The official badge in form of button can also be procured through the Grand Secretary for \$1.50.

# A Lesson from the Exhibition.

Contributed.)

MO attempt to write anything at any time since last May without saying something about the World's Columbian Exhibition seems almost out of place. If, therefore, my scribbling should fail to interest the reader, it may be attributed to the fact that I have not been to see the wonderful sights of the White City. But our friends who have seen it have given it to us in full. We have tasted it at breakfast, chewed it at dinner and digested it at supper until we are afraid to start anything else. We will, however, in connection with it try and draw your thoughts to the wonderful achievements that have been made in the arts and sciences since the Great Navigator first stepped upon the shores of the New World. Four centuries have come and gone. The age of steam and electric forces were at that time far out of the reach of the human mind, but as year after year passed, came inventive genius who gradually worked out the problems that astonished the world. Wars were waged with great fury, hundreds of thousands of lives were sacrificed to satisfy the claims of this or that

monarch; crowns were lost and won; oppression became the ruling spirit when unwise laws caused the spirit of man to revolt. It was then in our own land that a band of patriots hoisted aloft the glorious emblem of one Republic that has been a beacon light to the oppressed of every land. Here after a struggle of years, was established among the forests and mountains of the new republic a government where each man had a right to think and act for himself and where his labor met its reward. It was here also that the inventor brought forth some of the achievements of science that startled the world. When the force of steam was first discovered, it was here that it was successfully tested as a motive power. It was our own FRANKLIN that caught the lightning flash and bottled it until it produced the powers produced by Morse, who flashed it through the land, and by Edison who caught the human voice and held it to astonish mankind and applied electricity to machinery to produce light and power. So also has the American engineer climbed to the highest peaks of our mountains, descended to the deepest gulches and penetrated the rocks until our country is encircled with iron over which the iron horse of the most skillful workmanship hurries the traveler from ocean to ocean in luxury and ease. While we are thus contemplating the wonderful exhibits of other nations, Americans should not forget another fact, that the products of the old world are those of thousands of years while the exhibits of our sisterhood of states are those of less than a century and a half. To-day we are a nation of free men able to defend ourselves against all the powers that be in strength of arms and power of mind and are ahead of any power across the water in social and political intercourse with each other. We need not resort to Siberian banishment or the cunning devices of Royalty to assert our strength or sacrifice our honor to maintain the dignity of our citizenship. We need not bow our heads in submission as the chief ruler passes, but each one can stand face to face, be he Jew or Gentile, Catholic or Protestant and lift his head to Heaven in the proud satisfaction that he lives in a land of the free and can win the laurels of fame with the same powers of mind as though he were born of nobility. Remember, after having seen and heard all the wonders of the great exhibition, that ours is a land of beauty within itself where the undeveloped resources are sufficient to furnish a livlihood for all who labor with the spirit of true Americans and in so doing will aid in more firmly and grandly perpetuate the institution of free government. A. T. H.

# An Object Lesson in Station Work.

[Communicated.]

IN referring to the question of the traffic department's control over the station service, it seems to me that the arguments are so decidedly in favor of such a step that it is very strange that the traffic officials of the various railways of this country have not taken some decided steps to accomplish this end years A division superintendent's exclusive control over the station service is very detrimental to the interests of the traffic department, and thousands of dollars are lost annually thereby. First, the aim of every superintendent is to cut expenses (this is a proper move upon the part of any or all railway officials), and were it not for the fact that in doing so all other interests are sacrificed, and other considerations are regarded as of little importance by the division superintendent, so long as the expenses are kept down, there could be no criticism offered to such a policy upon the part of any official.

Whenever a division superintendent starts in to cutting the station force, he generally has his way about it. An agent explains to him fully that it is impossible to dispense with the services of any man under his control, that strong competition demands more of his time in the work, or even at a non-competitive point, an agent being tied down with no assistance whatever, is not in a position to accomplish much for his traffic department. Not that I advocate the employment of two men for a one-man station. I refer to stations where business justifies the employment of more than one man, but through the obstinacy of the superintendent one man is compelled to do it alone, and the natural results are a falling off of business. The agent is kept closely confined to his station. He can see no one but those who may come in contact with him at the station. The general passenger department sends notice of reduction in rates for various meetings. An agent may find time to post a notice in his waiting room, but that is as far as he is able to advertise the matter. It is very consoling a few days after the reduced rates have expired, to have a dozen people walk up to the agent and say, "Why did you not advertise those cheap rates, we would have liked to have taken the advantage of them." The result is a loss of revenue to the company of from perhaps \$25.00 to \$150.00 on one excursion. Do you suppose for a moment you

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would accomplish anything by informing your superintendent of these facts? Oh no! Your man has gone, the expenses have been reduced, and the superintendent's expenses for his division shows a decrease. He is practicing economy, even if it is done at the expense of the traffic department, or in other words, at the earnings of the station. And it is generally a suicidal policy for an agent to make a report of this kind to his traffic managers, because if they should take the matter up with the superintendent for adjustment, that agent's days are numbered, especially if the station's force was increased against the will of the superintendent. You are carrying things over the superintendent's head.

Allow me to draw a true picture. Study it carefully you agents who have a station forcecommensurate with your duties. I know of one particular station in a certain western state that has had an agent and a \$30.00 per month helper for about six months in the year. This year the agent has handled the entire business single handed and alone, the helper having been laid off with the plea, "that the expenses of the division showed a decrease over last year," and the company could not allow the helper nor any assistance whatever. That agent must bear the blunt of a decrease of business at all other stations, when at this particular station the business shows an increase over all former years. This station is forwarding from 80 to 115 carloads per month, ticket sales running from \$300 to \$500 per month. In freight, 20 full carloads in addition to L. C. L. freight per month. A Western Union Telegraph business of \$100 per month, with the handling of all the baggage, mail pouches, looking after five switch lamps, delivering all messages, and attending to the train order work, and all this in addition to the express business. At this particular station I know of a direct loss to the company of \$100 in the month of October in World's Fair business, because the agent could not give the last reduction in rates due publicity. This station is handled by one man with a princely salary of \$50 per month, and compelled to work sixteen hours every day. And the station is doing a business of from \$6,000 to \$8,000 per month. Do you suppose for a moment that the agent at this particular station is working with a light heart, and is doing all he can to increase the business of that station, thereby assisting in covering himself up with work from under which he could never crawl? Do you suppose he is pleasant with everyone with whom he may come in contact as patrons of the company? There is a limit to human

The agent at this station is a endurance. slave, and knows it. I have known him to make fifteen deliveries of W. U. messages inside of four hours, and then get a blessing from the train dispatcher because he had been calling him for five minutes. This is a true picture as it stands November 18th, 1893, and no doubt there are thousands of others just like it. There never will be a remedy until the station service is placed under the supervision of the traffic department, so that when an agent can prove to the traffic officials (who would then have all authority to act in the matter) that the employing of an extra man meant an increase in station earnings, in a great many instances, a sufficient amount in one month to pay that man's salary for a year. You chain your dog up in the barn and he can accomplish nothing towards guarding your house, and it is very doubtful if he would even have much interest in the matter. The time will undoubtedly come when the traffic department will awaken to the fact that the sooner they assume the management over the station service, the better it will be for the company's As the agent is the source from which all revenue must necessarily come, do not block his efforts, but rather come to his assistance. Do not stop the fountain, but give the agent all necessary assistance. Let him have a chance to go out and mingle with the people occasionally, and do all necessary advertising and soliciting, and there will be less talk about hard times and fewer railroads going into the hands of receivers.

### Superintendent of Agencies.

[Communicated.]

IT should need but little reasoning to demonstrate the utter impracticability of so arranging matters as to have a station agent report exclusively to one man, which, I presume, is the goal suggested in Mr. Love's article. The reason given that we have a superintendent of telegraph, etc., is no reason at all, because the fact remains that the agent owes allegiance to nearly all departments, while the operator has but one. A superintendent of agencies would have such a multiplicity of duties as would more than weigh down any one man. Every correction from the auditor's office, specials and rate sheets from the general freight office, discrepancies from the treasurer's office, etc., would, I presume, pass through his hands to enable the agent report to him exclusively. If it was thought unwise to go to those rounds to transact business, the superintendent of agencies would be of little

# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General,

Vol. x.

JANUARY, 1894.

No. 5.

### INTER STATE COMMERCE COMMISSION.

SYNOPSIS OF SEVENTH ANNUAL REPORT.

TTENTION is called to the peculiar office of common carriers and the dependence of every occupation upon their facilities; the right of every person to receive just and equal treatment in all that pertains to public transportation, and the paramount purpose of regulating enactments to secure to the people the actual enjoyment of this right. There must be a common and public rate, prima facie just and reasonable, which measures the lawful charge of the carrier. Two classes of questions are involved in the consideration of a rate: one relates to the methods by which the justice and reasonableness of a rate is determined; the other to the measures by which observance of that rate is to be secured. Departure from the established tariff includes the offenses of rate cutting, rebates, under-billing, false weighing, false classification, and endless other devices by which unjust discrimination is effected. The only effective mode of dealing with discriminations arising through departure from the public rate is to place them in the category of criminal misdemeanors. Any redress by means of civil action for damages is manifestly inadequate. If such offenses escape detection and punishment, it is not because of defects and weakness in the criminal machinery for that purpose, but because those charged with the administration of criminal law are unable to enforce it against this class of offenders. In cases arising under the act to regulate commerce the guilt does not consist in determining what constitutes a criminal act, but in uncovering the guilty transaction and bringing to justice those who engaged in it. That the public tariff charges are frequently departed from in particular localities, and that rebates are paid and other prohibitions of the statute disregarded, is believed by many to be true. The legal truth of these violations may not be obtainable, yet the fact of their occurrence is a

moral certainty. To attempt the extermination of illegal preferences by executing penal provisions of the act, to ferret out the vast number of condemned transactions, to discover the parties who participate in them and secure legal evidence of their guilt and prosecute them to conviction and punishment is, of course, a difficult undertaking. In view of these facts it may be suitable for Congress to consider whether legislation should not seek to lessen the evils of secret discriminations by endeavoring to remove their cause.

With reference to the methods of correcting wrongdoing which results from making and adhering to unjust rates, the Commission says the importance of this subject can hardly be exaggerated. It involves the investigation of existing tariff rates and authority for their alteration when found excessive or unequal. These tariffs, or standards of compensation. are devised by the railroads themselves and represent their notions of proper remuneration, save as they have been corrected to some extent through the agency of this Commission. The great body of producers and consumers who are so vitally affected by the cost of transportation, and completely dependent upon this unnecessary service, have no voice in fixing the scale of charges, and little power to prevent exactions or inequality, except as they may demand the intervention of Federal authority. There is a growing conviction of national duty in this regard, and the notion that the strong arm of Government should hold the balance of power between the carriers and the people has taken a firm hold upon public opinion. To investigate these tariffs, require their correction when ascertained to be unfair or oppressive, and determine what are just and reasonable rates for public carriage is a governmental function of the highest utility. Transportation is a constant and universal necessity, and the state is bound to

the better if we can succeed in restoring confidence in some of our dissatisfied brethren.

M. P. MORRISEY.

Velasco, Tex.

Agents:

You are reading every day the growing sentiment toward organization and association, and you will find this sentiment increasing when those who form these organizations are animated with the principles of the RAILWAY AGENTS' ASSOCIATION, which are mutual assistance instead of defensive combat.

Trace history back through the ages until the record is told only in rudest characters on stone, aye, when only the works of man in pyramid, sphinx and ruined temple tells how man combined for greater things—reason out the problem yourselves from selfish, individual effort to the unity of tens, hundreds, thousands, millions. Then eliminate, in your reasoning, the destructive element of combat, and the time and effort lost thereby, placing that time and effort on the side of assistance toward which the present points, and whose morning sunlight touches e'en now humanity's day of existence.

Organization, united, unselfish effort to do good unto others is the power that has raised humanity, and he who puts forth the greatest effort to advance his surroundings more surely develops himself; growth is outward.

It is so easy to ascribe selfish motive to human activity, selfishness is exalted when it benefits others. Look around you and see how much of such selfishness surrounds you. How many great men have been developed, how many fortunes have been acquired by what we term, through envy, "grasping selfishness?" Calmly consider how much those lives have added to advancement, how much of those acquirements are created additions to human achievement and worldly wealth, and how much they benefit humanity.

Opposition to organization is the outgrowth of the fear of combat and oppression that superior force too oft engenders. When the powers of organization are used in assistance and educational advancement—as the present portends—then all but despots will hail it gladly, but not until public sense and sentiment are moulded to understand; forced perhaps to conclusions that reason and prejudices could not comprehend; can we hope for that ultimate fellowship which shall restore us to paradise.

Read over and over the past and its lessons, you are the outgrowth of those forces, they are full of prejudices; reason and wisdom

comes later; how much are we swayed and colored by those prejudgements amidst changing conditions and honest mathematical conclusions of cause and effect?

Look back over your individual life and experiences and say what thoughts and acts have shed a halo round your life, and then what others cause a pang of regret; what deeds have developed you and what others have dwarfed you; the excuse of necessity does not detract from the pleasure or the regret.

Thus the great battles of organizations, whatever mede of necessity seems to enter into the contest, there is ever a regret in the hearts of both contestants at the passionate strife, while in the settlement through friendly debate an elevating sense of duty nobly done touches every reasoning mind. Whether the object striven for is fully attained or no, there is greater satisfaction in calm reason than bitter strife.

Let me again voice the sentiment, and let every agent in the land decide the "problem" with your "instinctive mathematical precision"-"figure it out" - that the Railway Agents' Association is founded on the most solid tenable foundation principle of all organizations,-for you are laborers striving to advance yourselves, your co-laborers, your occupation, the interests you represent, and a principle of equity and justice which has been the theme of church and society—assistance; I do not use the word assistance so much in a financial sense as I do mentally and morally; throughout all those ages past, dark with the cloud of strife, yet ever and ever struggling toward the sunshine, and blessing and enjoying its brightness.

### Hard Times.

THE following letter received by the agent of the P. & L. E. at Lowellville O., "takes the cake dish."

dec. 19, 18,93

to the station agent at the ple i have not no awnswer from them sheep pelts yet i want you to look them up to see if they landed in new york or not please see to it at once as i need money bad you mind it was 5 barls of sheep pelts two weaks ago last saterday i got no returns yet

bessemer lawrence Co pa

---- and, Co. new york

this was the Co you shipped to your boock will show it

Our Christmas present! THE STATION AGENT at \$1.00 per year after Jan., 1894.

### OUR LEGAL DEPARTMENT.

IMPORTANT DECISIONS AFFECTING RAILROAD
INTERESTS.

RAILROAD COMPANY-RECEIVER-DIVERT-ED EARNINGS-CLAIMS BY MATERIAL MEN.-The earnings of a railroad must first be applied to meet the bills necessary to keep it a going concern. After this application only can the bondholders lay any claim to them. If earnings have been diverted from this primary purpose or use for the advantage of the bondhoiders either in payment of interest or in permanent improvements which tend to enhance the value of the property the sums thus diverted must be restored. The diversion of \$2,300 to permanent improvements is made good by the issue of receiver's certificates for \$30,000 to meet demands for running expenses, and the material men are entitled to no further preference from the proceeds of the sale of the road.-[United States Circuit Court, District of South Carolina, Finance Company of Pennsylvania vs. Charlston, etc., R. Co., 52 Federal Reporter 524.

PASSENGERS KILLED BY LOOSENED ROCK IN CUTS.—There are a great many places along railways where persons on looking up at the overhanging hills or mountains must be led to calculate the chances of boulders rolling down upon them. They do roll down, but comparatively seldom at times do to personal injury. Where, however, a passenger is killed by a rock falling on a train, the supreme court of Pennsylvania holds that such an accident is not connected with either the means and appliances of transportation or the construction of a road in any such sense as one caused by a landslide in a deep cut; that it raises no presumption of negligence on the part of the company, and that actual negligence must be proved in order to sustain any action thereon.

RIGHT TO TAKE TIMBER FOR CONSTRUCTION.—The supreme court of the United States has just constructed the act of congress, approved March 3, 1875, granting railway companies the right to take timber "adjacent" to the right of way "necessary for the construction of the railroad," as not placing any limitation on the place where such timber may be used. The license is to take such timber for the construction of the entire road. It also includes the right to take as much timber as is required for completing the whole structure—station buildings, depots,

machine shops, side tracks, turnouts and water tanks, as well as the roadbed or roadway.

SAIPPERS MUST KNOW THE LIMIT OF THE AUTHORITY OF COMPANY'S REPRETENTATIVE. —It behooves shippers when making contracts to ascertain that agents are not exceeding their authority. Two late cases illustrates this: A railway company has general rules declaring that under certain circumstances demurrage and storage would be chargeable to all patrons. One of its soliciting agents and a station agent agreed, in order to secure a large shipment, from a party who knew the rules, to shun them. The company would not, however, consent to this, but charged storage. Long and expensive litigation followed, and in the end it is held, as should have been expected, that such subordinate agents had no power to waive duly adopted and promulgated general rules. In the other case, a shipment of live stock was made from a station on one road to a point on a connect-The contract provided, among other things, that suits for loss or damage must be commenced within forty days. Loss occurred on the initial road, but for some reason investigation was to a large extent carried on by the connecting line. Several agents of the latter, with perhaps one of the former, persuaded the shipper to delay beginning suit until after the required time had elapsed, agreeing to waive the condition of the contract. He did this, and is held to have lost his legal rights thereby. The court said that the agents of the connecting line had certainly exceeded their power, and the agent of the other road had also, unless it could be shown that he had acted within the scope of his duties, or had been given some special authority.

FOR a carrier to prefer itself in its own proper business is not the discrimination which is condemned by section three of the interstate commerce act, says the United States circuit court of appeals. The act contemplates independent carriers, capable of mutual relations, and capable of being objects of favor or prejudice. There must also be at least two other carriers besides the offending one. Moreover, the principle which applies to a railway company attempting to discriminate in favor of itself as carrier by combining with its proper business a business not cognate to it, does not extend to boats owned by railway companies as a part of a continuous line. A transportation company operating a railway and a line of boats, for example, is therefore not required, it is held, to permit the boats of a rival company to land at its

### C. P. Leland.

E are pleased to present to our readers, in our frontis illustration, one who has so kindly and generously contributed, for their instruction and information, from out the storehouse of an active mathematical mind facts and figures which are like the solid rock towering in strength amidst the dashing waves of theory.

We are pleased that our readers and the press generally have expressed their high appreciation of these articles from the pen of Mr. Leland, and we know they will be gratified to look upon the gentleman himself.

Mr. Leland was born July 31st, 1836, at Irving, Chautauqua Co., N. Y. He entered the railway service in May, 1855, as ticket agent and general utility man in the general office of the Milwaukee & Chicago Railway-now the Milwaukee Division of the C. & N. W. R'yand left this employment on June 11th, 1860, to become general accountant and general ticket agent of the Michigan Southern and Northern Indiana Road-now a part of the L. S. & M. S.)—which position he held until the consolidation of the lines now forming the L. S. & M. S., when he was made auditor of the entire system. He has held this position continuously, under five presidents, since the organization in 1869, and is the only present general officer of the company whose appointment dates from that time.

Mr. Leland is the president of the Association of Railway Accounting Officers, and the nestor of that association, with an experience of nearly forty years in railway accounts. He is also a stockholder and director in numerous railway and local enterprises, a man who delights in advancing and perfecting every interest with which he is connected and surrounded.

### Popular Nickel Plate Road

Is the shortest line Chicago to Buffalo, New York and Boston. Splendid double daily train service in each direction.

Brother Wm. McGeehon the popular ticket agent of the L. S. & M. S at Youngstown, O., was united in marriage on Thanksgiving to Miss Bonnell a teacher in the high school of that city. A host of friends wish them prosperity and much joy.

### Holiday Rates

Via the Nickel Plate Road will be one and onethird fare for the round trip. Tickets on sale Dec. 23, 24, 25, 30, 31 and Jan. 1st. All tickets good returning until Jan. 2d, 1894.

### Too "Progressive" for Him.

I am somethin' of a vet'ran, just aturnin' eighty year-

A man that's hale an' hearty an' a stranger tew all fear-

But I've heard some news this mornin' that has made my head spin,

An' I'm goin' to ease my conshuns if I never speak again!

I've lived my four-score years of life, an' never till tew day

Wuz I taken fer a jackass or an ign'rant kind

Tew be stuffed with such nonsense 'bout them

crawlin' buge an' worms That's a killin' human bein's with their "mikroscopic germs."

They say there's "mikrobes" all about a lookin' fer their prey

There's nothin' pure tew eat nor drink an' no safe place tew stay. There's "miasmy" in t

re's "miasmy" in the dew-fall, an "malary" in the sun—

'Taint safe to be out doors at noon or when the day is done.

There's "bactery" in the water an' "trikeeny" in the meat-

"Ameeby" in the atmosphere, "calory" in the heat-

There's "corpussuls" an' "pigments" in a human bein's blood-

An' every other kind o' thing existin' since the flood.

Terbacker's full of "nickerteen," whatever that may be

An' your mouth'll all git puckered with the "tannin" in the tea—

The butter's "olymargareen," it never saw a COW

An' things is gettin' wus and wus from what they be jest now.

Them bugs is all about us jest a waitin' fer a chance

Tew navigate our vitals an' tew 'naw us off like plants;

There's men that spends a life-time huntin' worms, jest like a goose— An' tackin' latin names to 'em an' lettin' on

'em loose.

Now, I don't believe sech nonsense an' I'm not agoin' tew try

If things has come tew sech a pass I'm satisfied tew die-

I'll go hang me in the sellar, for I won't be sech a fool

As to wait until I'm pizened by a "annymally-cool!"

– Laura W. Sheldon in Brooklyu Life.

### Medals for the Reliable.

The Reliable Incubator & Brooder Co. of Quincy, Ill., have been awarded highest honors, medal and diploma, on their incubator and brooder combined, and a medal for hot water brooder. This is a very gratifying award, as there were exhibited a large number of incubators. Singularly enough, however, the Re-liable was the only incubator from the incu-bator city of Quincy that competed for the prize. We congratulate them on their success.

of common occurrence. The goods are detained until the charges claimed are paid. Usually detention would entail greater loss upon the consignee than the amount of the extra charge, and the result is that he submits to the exation. The burden is then upon him to seek reimbursement, and this is attended with so many vexatious difficulties and delays that when the amount is small, the claim is often abandoned. Often, too, though the charge is illegal, the fact of demand being made makes the consignee believe that it is legal. Some of the causes of overcharges are stated by the Commission. It seems apparent that consideration of appropriate means for adequate relief will suggest the necessity of suitable additional legislation, unless such necessity be obviated by the action of the carriers themselves.

It is alleged that "tramp" vessels on the lakes, operating under fluctuating rates, prevent the "regular" lines from publishing and maintaining through rates in connection with rail carriers. But certain methods pursued by the "reguler" lines are as obnoxious as those of the "tramp" vessels. Further statements are made with regard to publication of rates for water and rail transportation and recommendation is made for amendment so as to bring these water carriers under the law.

This topic is discussed at considerable length. The total railway mileage on June 30. 1892, was 171,563.52 miles, an increase of 3,160 78 miles; the total number of railway corporations was 1,822, being a net increase of 37 during the year; 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary roads, 320 were leased for a fixed money rental and 186 for a contingent money rental; 9 roads were abandoned. There were 19 mergers, 17 reorganizations and 16 consolidations. The capitalization of roads reporting was \$10,226,748,134. There were 560,958,211 passengers and 706,555,471 tons of freight reported as carried during the year ending June 30, 1892. The gross earnings reported were \$1,171,407,343, and the operating expenses were \$780 997,996, leaving net earnings of \$390,409,-347, to which add \$141,960,782 as income to railways from investments. After payment of \$416,404.958 as fixed charges, \$97,614 745 was paid in dividends, and \$4,314,390 in other payments, leaving a surplus of \$14,036,056. The passenger revenue for the year was \$286,805,-708; and freight revenue amounted to \$799,-316,042. There were 821,415 persons employed in railway service at the end of that year, of whom 2,554 were killed in accidents and 28,267

were injured. Three hundred and seventy-six passengers were killed and 3,227 were injured. These accident statistics are carried out with considerable detail. Earnest recommendation is made for an amendment providing a penalty for the failure of carriers to file their annual reports within a specified time. The form adopted for these reports is noted as being satisfactory to the carriers, and as having been put in use by twenty-two State commissions. A preliminary statistical report for 1893 will form a part of the appendix to this report.

The law requiring the application of automatic couplers and other appliances to freight trains, which was approved on March last, is to be appended to the report, together with a comparative statement of equipment with and without automatic couplers and train brakes, and of accidents to passengers and the various classes of employees, for four years preceding June 30, 1892. The law does not restrict the use of couplers to any particular type, and it is not, therefore, open to the objection that it will especially benefit a particular patentee. The aim of the law is that the men shall not be required to go between the cars for the purpose of coupling or uncoupling, and no road can, after the date prescribed, use cars of its own or those of other roads, which do not conform to the law's provisions. Much credit is given in the report to the skill and intelligence of railway employees.

Since the Commission's last report substantially no progress has been made by the carriers in the work of uniform classification. The Commission reviews what is said on this subject in its former reports. The results of what has been attempted by the carriers in this matter have convinced the Commission that uniformity will not come from the voluntary efforts of railroad officials, and that it is necessary to urge them on by legislation. It is believed that sufficient time has been allowed the carriers to formulate a suitable plan. The report recommends that the carriers be required to adopt a uniform classification within a year, and in case of failure that the Commission or some other public authority be directed to enter upon the work.

This article shows that private freight cars came into use in a small way to meet the deficiency in freight car equipment of carriers for special kinds of traffic, like oil, dressed meat, furniture and live stock. That the number of private cars rapidly increased, and finally passed beyond the point of being equipped by shippers themselves; they began to be furnished by corporations for profit. After awhile demand for compensation for the us:

## Arbitration and Conciliation of the State of Ohio.

[The arbitration law of Ohio has several times been alluded to in contributed articles in The Station Agent as "being one of the best enactments in the statute books of the several States." We will make no comments, but would like to receive the opinions of our readers thereon.—Ed.]

STATE OF OHIO, OFFICE OF STATE BOARD OF ARBITRATION, COLUMBUS.

In sending out the act of the General Assembly providing for a State Board of Arbitration and Conciliation, we have thought it might conduce to a more general understanding of its provisions to summarize its more prominent features. Accordingly, we preface the law to which the special attention of all corporate and other employers of labor, and all employees, whether organized or unorganized, is earnestly invited with the following summary:

### I. OBJECT AND DUTIES OF THE BOARD.

The State Board of Arbitration and Conciliation is charged with the duty, upon due application or notification, of endeavoring to effect amicable and just settlements of controversies or differences actual, or threatened, between employers and employees in the State, by pointing out and advising, after due inquiry and investigation, what, in its judgment, if anything ought to be done or submitted by either or both parties to adjust their disputes, of investigating, where thought advisable, the cause or causes of the controversy, and ascertaining which party thereto is mainly responsible or blameworthy for the continuance of the same, and making their decisions thereon, and of employing other appropriate mediatory and conciliatory means of accomplishing the general purposes of the act.

## 2. HOW ACTION OF THE BOARD MAY BE INVOKED.

Every such controversy or difference not involving questions which may be the subject of a suit or action in any court of the State may be brought before the Board; provided, the employer involved employs not less than twenty-five persons in the same general line of business in any city or county in the State.

The aid of the Board may be invoked in two ways:

First—The parties immediately concerned, that is, the employer, employees, or both, conjointly may file with the Board an application which must contain a concise statement of the gievances complained of, and a promise to

continue on in the business, or at work (as the case may be), in the same manner as at the time of the application, without any lockout or strike, until the dicision of the Board, if it shall be made within ten days of the date of filing said application.

An application must be signed by the employer or by a majority of the employees in the department of business affected (and in no case by less than thirteen), or by both such employer and a majority of employees jointly, or by the duly authorized agent of either or both parties.

When an application purporting to represent a majority of such employees is made by an agent the Board shall satisfy itself that such agent is duly authorized, in writing, to represent such employees, but the names of the employees giving such authority shall be kept secret by the Board.

Second—The Mayor of the city, or the probate judge of a county, when made to appear to him that a strike or lockout in such city or county is seriously threatened, or has taken place, is required by the law to notify the Board of the fact. When such fact is thus or otherwise made known to the Board it becomes its duty to open communication with the employer and employees involved, with a view of adjustment by mediation and concilistion.

3. ACTION OF THE BOARD TO CEASE WHEN PROMISE TO CONTINUE BUSINESS OR WORE IS BROKEN WITHOUT WRITTEN CONSENT OF ADVERSE PARTY.

Should petitioners filing an application cease at any stage of the proceedings to keep the promise made in said application the Board will proceed no further in the case without the written consent of the adverse party.

4. SECRETARY TO PUBLISH NOTICE OF HEARING.

On filing any such application the Secretary of the Board will give public notice of the time and place of the hearing thereof. But at the request of both parties joining in the application this public notice may, at the discretion of the Board, be omitted.

 PRESENCE OF OPERATIVES, ALSO BOOKS AND THEIR CUSTODIANS, ENFORCED AT THE PUBLIC EXPENSE.

Operatives in the department of business affected, and persons who keep the records of wages in such department, may be summoned and examined under oath by the Board, which may compel the production of books and papers containing such records. All parties

to be paid always next to the expenses of the litigation. They do not come within the category of ordinary debts at all, and have been characterized as being "as remorseless as fate and certain as death."

In the conflict which has occurred in this State between these two well defined and acknowledged principles of law, the question naturally presents itself why the lesser, the comparatively modern, the doubtful right of the receiver, which rests on nothing but judicial decisions and assumption, should have been given precedence over the older and hitherto undisputed right of the State to collect its taxes in its own way. The law of receivers is altogether modern. It rests almost wholly on judicial legislation. It took its rise in the court of equity in England some hundred years ago, and up to 1860 the powers and duties of receivers and the control of bankrupt estates by judges through them were of small importance and caused no disquiet. The receiver held the trust estate pending the litigation, took care of it, paid the taxes, when necessary kept things in repair—and that was about all. But during the last thirty-five years this small, insignificant power has spread and grown with the rapidity of a banyan tree in the tropic jungles of Asia, until now it overshadows the land and blights the sovereignty of the states, becoming a veritable upas tree, which threatens the existence of local and self government. This development has been owing to and kept pace with the construction of railroads and the numerous cases of bankruptcy in which they are involved by reason of bad management, watering of stock or wreckage wrought by a bare majority of stockholders, who seize a railroad and run it in their own interests, with a view to defrauding the minority stockholders and stealing their property. Too often, alas! the courts are instruments to carry out the robbery.

But while the power of receivers and the rapidly increasing latitude permitted them by the courts have rested, in the main, on right principles and the sound policy of preserving the property, many abuses have grown up with them. I can find no warrant in law and no ground in equity for the the decision of the circuit and supreme courts in the cases we are considering. It is not disputed by either of these tribunals that taxes are a preferred lien on the property, and the chief justice expresses himself very emphatically as to the duty of the circuit court. He says: "No doubt property so situated is not thereby rendered exempt from the imposition of taxes by the government within whose jurisdiction the property is, and the lien for taxes is superior to all other liens whatsoever." In order to get an excuse, however, for allowing the receiver to resist the payment, and to paralyze the State government in its efforts to collect taxes, he continued: "The levy of an ordinary fieri facias, sequestrates the property to answer the exigency writ, but property in possession of the receiver is already in sequestration, held in equitable execution, and, while the lien for taxes must be recognized and enforced, the orderly administration of justice requires this to be done by and under the sanction of the court. It is the duty of the court to see that it is done and a seizure of the property against its will can only be predicated upon the assumption that the court will fail in the discharge or its duty."

The State has exercised its sovereignty to levy taxes in accordance with its own laws. Its officers, in compliance with their oaths, proceeded to obey those laws. Every tax payer, whether an individual or a corporation, should be amenable to these laws alike, and any decision which destroys that equality, is an outrage upon justice. If all judges were honest, or fair, or just, this power of discrimination could work no wrong; but a receiver in the matter of taxes should be the same as any other citizen or corporation. Any favoritism that is shown him is a premium on fraudulent bankruptcy and brings the judiciary into discredit. If the court has the discretion and power through its receiver to do all the various acts necessary to run a railroad, and even build additional mileage, as has been done, and is being done, it could pass on the advisability of paying taxes in private, and doubtless does it. When, therefore, a receiver refuses to pay taxes as illegal, it follows that the court must think as he does, and it is mockery to tell us to appeal to such a tribunal.

There is no law for the unwarranted interference on the part of the United States courts; there is nothing in the United States constitution to warrant it. The authors of that instrument never dared to set up any such claim, and the court only obtains it by a "violent assumption of power," which is the essence of tyranny. That it has required a century for judicial insoletice to go so far is a sufficient proof that it has no basis in law or justice, and could only spring from that perpetual grasping after more power which has

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characterized the judges of the United States circuit court and district courts. One by one the reserved rights of the States are being absorbed by the federal judiciary, and it is high time for Congress to take the matter in hand and by expressed limitations restrain the unlicensed and iniquitous powers exercised by the courts in the matter of receiverships.

There is talk in some quarters and a growing demand for government ownership of railroads, for these corporations, whether in the hands of receivers or of the owners themselves, have found such ready and willing tools among the federal judges, who are ever ready to stand between them and the people in their efforts to restrain them within reasonable bounds that no other mode of relief appears possible. This is not a desirable solution of the problem, and I do not advocate it; because such control would almost inevitably be used as an engine in elections by the use of the employees at the ballot box for the benefit of the party in power. The mere idea is repugnant to a republican form of government. But those who manipulate and control these corporations, and who grow rich in robbing the people through them—such men in particular -hold up their hands in horror at the mere idea of government ownership. But what have we in the United States at this time? What is the condition of a large number of these corporations? Upward of 33,000 miles of railroads, one-fifth of the total mileage in the United States, and representing a capital of more than \$1,400,000,000 are today in the hands of receivers, who are but the servants or partners of the judges. We have here government ownership or control (at least in effect) the most absolute and irresponsible that is possible to exist. The federal judiciary, without any statutes on the subject, or comparatively few limiting or defining their powers, control one-fifth of the railroads in the United States without responsibility to anybody; without anyone to overlook them or their agents, the receivers; without any accounting to be had for the millions and hundreds of millions of dollars of these "wards in chancery;" issuing receivers' certificates, which are preferred liens on the property; imprisoning the State's officers when they attempt to collect taxes; arresting our constables for the slightest interference even for the freight they haul; bargaining with the receivers for the employment of kinspeople or favorites; and Congress sits idly by, watching this more than Russian absolutism with seeming indifference.

With this vast amount of property held in absolute possession, without responsibility to

anyone, it is small wonder that there has been maladministration, peculation, robbery and widespread demoralization. One court in Vermont has held a railroad under a receivership for twenty-seven years. Many corporations have found themselves saddled by heavy debts by the incompetency or dishonesty of the receivers, who, we will see, are sometimes the servants and at other times the masters of the court. Men who want to make money rapidly -honestly if they can, but who must "make money "-seek the position of receiver with avidity. The most glaring and remarkable instance of this facilis est averni occurred this year, when Judge Edward M. Paxson, of the supreme court of Pennsylvania, with still four years' tenure, resigned his high office to accept the receivership of the Philadelphia & Reading Railroad. How much longer shall this abuse which cries aloud from heaven, and which is a scandal in the land, corrupting the judiciary by the use of unbridled power, be allowed to continue? By comparison, government ownership under strict laws and rules, such as obtain in the postal service, would be such an improvement that it is bound to come unless the abuses of receiverships are stopped.

### Washington's Overcoat.

The story is told by a traveling auditor, that a certain railway traversing a sparcely settled country desiring to make a stopping place at a certain cross-road, had made arrangements with the keeper of the cross-road grocery to transact the little freight and ticket business from that point. He was given a stock of stub tickets with instructions voluminous. Months rolled round, and while an occasional ticket came to the general office from his station in conductor's collections, no reports came from the agent, while he remitted occasionally to the treasurer.

The Auditor of Ticket Accounts had called him to task at various times and in forcible language, but no attention was paid to his letters to the agent so the traveling auditor was sent to "check him up."

The traveling auditor introduces himself and states his mission when the agent addresses him thus: "So you want me to report tickets sold, do you? Don't the conductors collect them from the passengers? Don't I send all the money to the treasurer? What more do you want? I got some letters signed by B. X., Auditor of Passenger Accounts, but I wont answer such letters. He thinks he is so big that George Washington's overcoat wouldn't make him a vest!"

State Board to put itself in communication as soon as may be with such employer and employees.

SEC. 14. It shall be the duty of the State Board in the above described cases to endeavor, by mediation or conciliation, to affect an amicable settlement between them, or to endeavor to persuade them, provided a strike or lockout has not actually occurred, or is not then continuing, to submit the matter of dispute to a local board of arbitration and conciliation, as above provided, or to the State Board, and said State board may, if it deem it advisable, investigate the cause or causes of such controversy and ascertain which party thereto is mainly responsible or blameworthy for the existence or continuance of the same, and may make and publish a report finding such cause or causes, and assigning such responsibility or blame. The Board shall have the same powers for the foregoing purposes as are given it by Section 9 of this act.

SEC. 15. Witnesses summoned by the State Board shall be allowed fifty cents for each attendance, and the further sum of twenty-five cents for each hour of attendance in excess of two hours, and shall be allowed five cents a mile for travel each way from their respective places of employment or business to the place where the Board is in session. Each witness shall state in writing the amount of his travel and attendance, and said State Board shall certify the amount due each witness to the auditor of the county in which the controversy or difference exists, and shall issue his warrant upon the treasury of said county for said amount.

SEC. 16. The said State Board shall make a yearly report to the Governor and Legislature, and shall include therein such statements, facts and explanations as will disclose the actual workings of the Board, and such suggestions to legislation as may seem to the members of the Board conducive to the relations of and disputes between employers and employees.

SEC. 17. The members of the said State Board of Arbitration and Conciliation hereby created shall each be paid five dollars a day for each day of actual service, and their necessary traveling and other expenses. The chairman of the Board shall, quarterly, certify the amount due each member, and on presentation of his certificate the Auditor of State shall draw his warrant on the on the treasury of the State for the amount. When the State Board meets at the capitol of the State, the Adjutant-General shall provide rooms suitable for such meeting.

SEC. 18. That an act entitled "An act to authorize the creation and to provide for the operation of tribunals of voluntary arbitration to adjust industrial disputes between employers and employees," of the Revised Statutes of the State, passed February 10, 1885, is hereby repealed.

SEC, 19. This act shall take effect and be in force from and after its passage.

LEWIS C. LAYLIN, Speaker of the House of Representatives.

Andrew L. Harris,
President of the Senate.

Passed March 14, 1893.

### Patents Granted.

EPORTED especially for this publication by Messrs. Chandlee & Macauley, solicitors of patents, Atlantic building, Washington, D. C. Copies of these patents may be obtained from the above firm at 15 cents each.

509,939. Car-door lock. John Pearson, Chicago, Ill. Filed Jan. 14, 1893. Serial No. 458,387. (No model.)

510,237. Cinder and dust blind. George W. Bohde, New York, N. Y. Filed Sept. 14, 1893. Serial No. 485,442. (No model.)

510,285. Nut-lock. George L. Odgers, Bonne Terre, mo., assignor of one-half to P A. Benham, same place. Filed Oct. 9, 1893. Serial No. 487,559. (No model.)

509,941. Grain car-door. George W. Perry, Peoria, Ill. Filed Jan. 28, 1893, Serial No. 460,059. (No model.)

509,944. Sleeping-car. August Rapp, Chicago, Ill., assignor to the Pullman's Palace Car Company, same place. Filed Nov. 27, 1891. Serial Fo. 413,244. (No model.)

510,151. Cable-crossing. William W. Bailey, New York, N. Y. Filed Dec. 24, 1892. Serial No. 456,285. (No model.)

509,898. Air-brake apparatus. James T. Hayden, Chicago, Ill., assigned to the Crane Company, same place. Filed Mar, 4, 1892. Serial No. 423,728. (No model.)

"Glimpses of the World's Fair" is the title of a book lately published and which is having an enormous sale. It contains a selection of 190 photographic reproductions, showing all the main and State buildings, as well as interesting scenes on Midway Plaisance. To those fortunate enough to have attended the Fair it is a splendid reminder of the wonderful sights they saw; while, for those who did not attend, it will make clear many things of which they have read. It is for sale by Wm. H. Dietz, 117 Dearborn st., Chicago. Prices are 50 cents for paper binding and \$1.00 for cloth.

Rubber Stamps, 65 cents each. Wm. A. Bell, Mfgr., Bolivar, Mo.

### What is Steam?

MHE above question is frequently asked of engineers now-a-days, and, although they make constant use of steam, very few will answer that "steam is an invisible gaseous fluid, generated by the aid of heat from water." Many of them when told that steam is invisible laugh and say they know better, because they see it every day. If one of these wise men who claim the honor and name of practical engineer will take a look at the water-glass in the boiler room, if they have one—if not, let them look at the one on their neighbor's boilerand then tell if they can see any steam inside of it. If the glass should happen to burst while they are making the observation, they will, no doubt, see plenty of what they call steam in the vicinity, and they might also see the same if the safety-valve should happen to blow off. Why, then? Simply because steam is invisible, and so long as it is confined you cannot see it, but when it is cooled off, as when it comes in contact with the air, and is consequently condensed again to the water from which it originated, it becomes visible to the eye, like water in very small particles, as in a fog. Viewed at such times it has lost its characteristics as steam, and instead of being a gaseous fluid it has become condenced to the water in very small particles, which occupy considerable space. When in this condition we see what we call steam, but when the engineer notes the flow of steam, from the guagecock or safety-valve, he will notice that near the opening nothing is visible, while at some distance he sees a fog. The reason of this is that at all times steam is invisible while it remains steam, but by condensation and the formation of water a fog is produced, which can be seen and distinguished in no other way from the fog which rises from the rivers, swamps, or other bodies of water during such times as the temperature and other conditions are favorable to its formation.

### Theoretical Bridge Buildiug,

STORY is told of an engineer who operated from data only, and who built a bridge with a long span, getting his every element from theoretical sources. The very first freight train that crossed that bridge went down, taking the bridge with it. The engineer could not believe that his bridge had collapsed, as he had calculated with great care every strain it could receive. So he went out to see if the fault did not lie in material or workmanship. Neither of these, however, showed a defect, so he retired to his closet and went

again over his calculations. It was toward the middle of the second afternoon when he emerged from his researches, and as he passed out into the open air one of his assistants heard him mutter:

"Damn that decimal point."

What that engineer needed was the trained eye of practical experience that usually is able to see whether a section, an arch, or a lever is strong enough. An experienced man should be the complement of the mathematician in every calculation of any consequence. Where but one engineer is to be employed, select the careful man, or better, one who is both the one and the other.—A. D. Pentz in Engineering Magazine.

### An Englishman's Trip to Chicago.

Much interest has been aroused by the remarkably quick journey from Queenstown to Chicago made by Theodore Fry, a member of the British Parliament, the first part of the month. Mr. Fry left Queenstown on the Lucania, of the Cunard line, at one o'clock Sunday afternoon, October 1; arrived at New York Saturday noon; lunched with some friends at the Astor House and took the New York Central's "Exposition Flyer" from Grand Central station at 3 P. M. that afternoon, arriving at Union station, Van Buren street, opposite the Board of Trade, in the very center of the business and hotel district of Chicago, at ten o'clock Sunday morning, thus making the trip from Oueenstown to the World's Fair city in just six days and nineteen hours, the quickest time on record. "Lucania" and the "Exposition Flyer" have created a revolution in the world of travel.

UBBER STAMPS, 5c each.

Wm. A. Bell, Mfgr. Bolivar, Mo.

Every Station Agent and Telegrapher should read

# The Railroad Telegrapher.

Published Semi-Monthly at Vinton, Ia.
Official organ of the

Order of Railroad Telegraphers of North America.

Subscription Price \$1.50 Per Year,

Address,

A. D. THURSTON,

Editor and Manager, VINTON, IOWA.

#### EXTRACTS FROM MY SCRAP BOOK.

A small quantity of dissolved gelatine added to Jersey cream will prevent it from turning to butter while being whipped.

A level tablespoonful of pulverized, sifted saltpetre to every three gallons of cream, added to the first skimming, will save the cream from becoming bitter in winter, retard acidity, and make firmer butter in summer.

Faded analine colors in a carpet can be restored by sponging them with chloroform. When laying a carpet, tack in each corner a triangular piece of tin such as used in putting ting down oil cloth. The dust in the corner will not accumulate.

Place a lighted lamp among your house plants on a very cold night; then you can, with authority, say to Jack Frost, "hands off." To destroy small white worms, saturate the soil with lime water at full strength, but do not use lime water on azaleas; they will not grow in a soil which contains lime.

Use old waterproofs for aprons and sleeve protectors. To mend a waterproof, button-hole-stitch each side of the rent with silk thread, then sew together overhand. If water-proof cloaks are oiled occasionally they will last much longer.

To preserve red flannels from fading, mix half a teacupful of flour with a quart of cold water, heat, and let it boil fifteen minutes. Stir this into the suds in which you wash them. Do not let them freeze in drying, and do not iron them.

To remove lime from maple sugar pans, cover the bottom with a solution of one pound of muriatic acid to a gallon of cold water; it will dissolve the scale, and it can then be easily removed with a brush.

For table use, to every pound of strained honey add a syrup of one pound of granulated sugar dissolved in water, of the same consistency as the honey. It will take an expert to detect the flavor from that of pure honey.

Oxalic acid crystals dissolved in water will remove leather stains from white stockings, ink stains from white cloth and ink spots from books. Wash the cloth thoroughly when the spots have disappeared.

Into half a pailful of warm whitewash put a lump of lard as large as an ordinary size hen's egg. Mix well, use it immediately, and it will spread easily and smoothly.

Extract the juice from sour apples by cooking and straining. When making grape jelly

use half the quantity of apple juice. This prevents the formation of crystals in the jelly, and does not perceptibly affect the flavor.

Wipe varnished furniture with a soft cloth wrung from warm skim milk; it removes fly specks easily and freshens the varnish.

Specks on gilded frames may be removed by an application of alcohol with a camel's hair brush. A sponge wrung very dry from alcohol will remove spots caused by dampness. To clean gilding, apply a flaunel wrung from weak lye, and dry immediately with a soft cloth.

CLARIBEL.

What blessing will the new year bring to us? THE STATION AGENT full of the best railway articles and all for one dollar a year.

#### SAVING MONEY.

Mrs. Swiftly—I'm making all my hats myself to save money.

Mr. Swiftly (much pleased)—Indeed!

Mrs. Swiftly—Yes, this one I got only cost me 25 cents.

Mr. Swiftly-Well, I declare.

Mrs. Swiftly—And I put all the trimming on myself.

Mr. Swiftly—Where did you get the trimming?

Mrs. Swiftly—At Dreighood's. I got it for \$18.—Chicago Record.

### AN ATTRIBUTE.

Miss Sweetly—Are you a bull or a bear, Jack?

Jack Brokaw — O, I'm a bear, darling. Why?

Miss Sweetly—A hear! O, how nice! Then you—you must—

Jack Brokaw—Yes, whenever I get the chance.

And he cornered her. - Bulletin.

#### A PROPER MESSENGER.

M. Calino recently sent a new servant girl on an errand. Green to city ways, she lost her way and did everything wrong.

"You've no sense at all!" M. Calino stormed, when she returned. "The next time when I want an idiot to do an errand for me I'll—I'll go myself!"—Youth's Companion.

### JUST SO.

"Clocks have faces and hands," he was saying. "Now, why don't they have eyes and see?"

"They do," she said in a hollow whisper. "Haven't you heard of the old clock on the stare?"—Detroit Free Press.

# THE STATION AGENT.

. . SUBSCRIPTION REDUCED . .

-ro-

# ONE DOLLAR

From January, 1894.

New subscriptions received previous to January will entitle subscribers to November and December issues.



WE OFFER.—For forty (40) new subscribers sent us by any one person previous to April, 1894, we will furnish a Hall Typewriter (improved), in an elegant black walnut traveling case. The selling price of these Typewriters is \$30.00.

For fifteen (15) new subscribers sent us by any one person, previous to July, 1894, we will furnish a Crown Fountain Pen. These are gold pens and rubber holders, the selling price is \$4.00. Or, in case of failure to secure the full number of subscribers we will allow ten per cent. commission on number secured.

The Glark, Britton & Wright Co.

M. G. CARREL,

45-49 Sheriff Street,

MANAGER.

CLEVELAND, OHIO.

tory covered, simply following the nature of the commodities. In class tariffs, file so far as possible by territories. Thus, in one file I have St. Louis, Chicago, St. Paul, Kansas City, St. Joseph and Omaha, Sedalia, Carthage, jobbers and local distance tariffs. Another contains Memphis, Tenn., Arkansas aud Louisiana, another Colorado and Utah common points and Pacific coast terminals, and one for Texas and Mexico. From local distance tariffs make up a sheet showing first four classes to local points, prefixing each station with its distance, the prefix to be used for other class and commodity rates. Special commodity tariffs, denominated "I. S. Tariffs" on the Mo. Pacific, can be easily handled by making up a sheet showing commodity, station to or from, rate and authority number for rates affecting your station.

The proper time to file tariffs and amendments is today. For file covers I use old book backs of any size larger than tariffs. If this plan of filing proves useful to any one I shall be amply repaid for outlining it, and if any one has a better plan I should be pleased to see it in *The Missouri Railway Agent*.

E. N. SIMONS.

### The Burlington is Sustained.

DECISION was promulgated Jan. 10, by the chairman of the Western Passenger Association which fully sustains the position of the Burlington Road in regard to its concontracts with the tourist agencies of Cook & Sons and Gage & Sons. It has been contended by the other roads that the Burlington was guilty of an infraction of the agreement in allowing these tourist agencies to sell its tickets at points within association territory. The chairman finds that at the reorganization of the association last June these contracts were filed with the chairman by the Burlington and were specifically exempted from the terms of the agreement. Efforts have since been made to get the Burlington to cancel these contracts, but they have been unavailing. The Burlington is willing to meet the other lines in a discussion of all the questions relating to the business, but is not willing te cancel the agreement prior to a general adjustment of all these questions. The decision justifies the Burlington in its position, but authorizes all other lines to meet its action.

Agnes—Well, I want a husband who is easily pleased.

Maud-Don't worry, dear. That's the kind you'll get. -Elmira Gazette.

DEAR STATION AGENT: We in Ontario belonging to the Agents' Association are much pleased to receive once a month our STATION AGENT, brim full of interesting railway news, and so well written as the articles all are, but we are surprised to find so little Canadian news, scarcely a word about your brothers in arms north of Lake Erie and Ontario. Probably it is our own fault in not sending you some items now and again. Railway matters in the Dominion are not particularly booming just now, the traffic is not to say dull, still dividends are not burdensome to European stockholders, if reports are correct, and the fault is assigned to "cut rates and competition." For the life of us, on the spot, we can't see where it comes in. The great cause, we think, is too many big salaried officers, and each has a dozen or more clerks to do their work, and when any curtailing is done it is on the already underpaid \$500 or \$600 man, if not off the poor track man. There is a great many changes in the personnel of the railway station staff in all our Ontario roads, agents moved about as on a checker board like a block of wood, his interests in no way considered, nor even that of the patrons of the roads. Some wire puller wants a position and it may cause half a dozen moves; one first class agent on one of our Ontario roads had to vacate his office because he could not supply cars and because he found that some shippers shipped merchandise 3,000 pounds per car under weight. The agent, for his care and watchfulness in the company's interests, was removed, and offered a small, one-horse station, and on his refusal, the company gave him a very important clerkship only, at reduced pay, and had the gall to offer it to him permanently, which he refused. and they kept him waiting for years under promise of reinstatement. Getting weary at the delay and nothing offering (no suitable opening occurring) the man resigned the ser-

Well he might after such treatment. This is a sample how good, active and faithful men are treated on this side of the line.

But I do not think our Canadian roads all act so. Good men should be sustained, or it will demoralize the profession. No honest man will shut his eyes to a fraud on his employers, even if he does only get ill will from the shipper, and no thanks from the company. Late years it seems that in railway life the only man wanted is the polished, come easy, go-easy one who can go up to the bar and have his social eye closing glass, and let the railway company he serves find out for themselves the fraud or let it go undetected; the company is

### Roundabouts.

The most successful railroad official is the one who first gains the respect of his employees.

The railroad agent who refuses to be a slave to the public, had better hand in his resignation.

Why are railroad ties commonly called "sleepers?" Is it because "tired" wheels are on them so much?

You can't make an expert bookkeeper of a man until he knows the distinction between "debit" and "credit."

Cheap labor on railroads is a good deal like some of the goods on a bargain counter—cheap in price, but it comes out in the wear, and is a poor bargain in the end.

The man who sits up nights to growl and grumble at his lot, is the man who does the least labor in the daytime.

The man who dreads the most to see the traveling auditor appear, is the one whom the traveling auditor needs most to visit.

The public asks many foolish questions, but it is a foolish agent who lets a foolish public know that he thinks them foolish.

The agent who grumbles most at "red tape" on railroads, is the man whose office has the daily appearance of a gigantic waste basket.

ROUND.

### Cured of Asthma.

EDINBURG, PORTAGE CO, O. Dec. 22, 1891.

DR. G. F. WEBB: The Electric Body Battery and Appliance I obtained from you through my uncle, Mr. S. H. French, some months ago has proved in every way to be as you represented it to me. I had been suffering with Asthma for ten years and many and many a night sat in my chair, unable to lie in bed. My aunt died from the effects of Asthma. and all efforts had proved unavailing to cure me.

I can now say, that after using your Electric appliances as you have directed that I am apparently cured. I have gained twenty-two pounds in flesh and can go to bed and sleep anywhere. You can judge what a relief this is and I only wish every sufferer with Asthma might know that you can cure them, as you have me, in six months. I am glad to give you this true statement, as can be verified by my relatives and friends.

Most gratefully, Walter Barcley.

### The "Boss" Coupon Ticket.

E are in receipt of a new "Composite" ticket, the invention of Mr. F. M. Shattuc, which has many points of excellence.

First it simplifies stock records at general offices and in the agents case, as one form

covers seventy-three printed destinations while a blank line is left to insert, with pen, any destination not printed; and reducing the number of forms reduces the expense of printing. The head of the ticket is the usual form with limited contract and conditions, with lines for signature and extra destination. The coupons are the usual form between terminal stations with two rows of numbers in each similar to this "destination" coupon.

FORM 85	AIR LINE R. R.
86	Good for One Passage
87 88	On conditions named on Contract, Void if detached.
2nd F	ig of No. 0 1 2 0 4 0 6 7 8 9 1 1 1st

#### DESTINATION COUPON.

On the back of each coupon is a list of destination points each having a number and across the center two rows of figures the counterpart of the figures across the center of the face of coupons so that the same figures are punched front and back. The numbers between punch marks designate the numbered destination. Thus on this sample the destination is 24 or Colony, Kansas.

I Alton, Kan			38 Hermann, Mo
2 Altoons, Kan			39 Hiawatha, Kan
3 Atchison, Kan			40 Higginsville, Mo
4 Auburn, Neb	;		41 Holden Mo
5 Aurora, Spr , Mo	ì		42 Independence, Mo.
6 Beloit. Kan	i		43 Independence, Kas
7 Blue Mound, Kan			44 Jusper Mo
8 Blue Rapids, Kan,.	1		45 Jefferson City, Mo.
9 Boonville, Mo			46 Jewell City, Kan
o Brownsville, Mo		اما	46 Jewell City, Kan 47 Joplin, Mo
I Buffalo, Kan	9	9	48 Kansas City, Mo.
2 Burr Oak, Kan	_	_ ا	49 Kincaid, Kan
3 Butler, Mo	8	8	50 Kirwin, Kan
4 California, Mo	-	ا ــ ا	51 Lamar, Mo
5 Carthage, Mo	7	7	52 Larrimore, Kan.
6 Cawker, Kan,	_		53 Leavenworth, Kan
7 Centralia, Kan	6	6	54 Lenora. Kan
8 Chetopa, Kan	_		55 Leroy, Kan
o Cherokee, Kan		5	50 Lexington, Mo
o Chich. Kan			30 Devington, mo
Clifton, Kan	4	4	
2 Clyde, Kan.			58 Lincoln, Mo
3 Coffeyville, Kan.	_	1	59 Logan, Kan
4 Colony, Kan	2	2	60 Louisville, Neb
5 Concordia, Kan	_	-	6: Lyons, Kan
6 Corning, Kan	1	_	62 Mankato, Kan
7 Dunbar, Neb			63 Minden, Mo
8 Effingham, Kan	0		64 Moody, Kan
19 Falls City, Neb.	U	0	65 Mound City, Kan
o Foster, Mo	24	1st	to Neodesha, Kan
I Frankfort, Kan	20	186	107 Nevaca, mo
2 Fredonia Kan	E1-	e .	66 Omaha, Neb
3 Garnett, Kan	F19.	Fig.	69 Osborne, Kan
Gaylord, Kan		ا ۔ ا	70 Oxford, Kan
Greenleaf, Kan	of	o f	71 Pacific, Mo
6 Guilford, Kan	_ ا	١	72 Pedro Mo
	No.	I No.	73 Peru, Kan

[The two diagrams should be of the same size ]

There is much merit in this ticket and it certainly is not so complex, granting that it

takes some time and care and skill in folding and punching, but that it can be as quickly handled as those tickets which require numerous forms to cover one railway, and consumes time in finding the one having thereon the desired destination.

Dead stock in every office is a needless waste of money, space, and record when something better is devised.

M. G. C.

### Capital and Labor.

E give below some extracts, with proper credit, of journalistic expression of opinion relative to the attitude of employer and employee. The Station Agent has expressed itself touching the combativeness of these warring factions, and it seems to us nothing so emphasizes the error of this modern warfare of strike, boycott, lockout and force which seems the fundamental principle of organized capital and organized labor, as these published opinions and comments.

That organized capital is absolutely necessary to accomplish enterprises of magnitude to benefit the public and reap any returns therefor, is an established and accepted fact. In the face of the stern opposition it must assume the aggressive however much the personal desires of its managers are to be generous, magnanimous and humane toward their co-laborers or employees.

Conditions cannot be readily or instantly changed. Organized labor meets these conditions on the other hand with like opposition, and attempts to force conclusions by opposing strength against strength. Organized labor, like organized capital, is a blessing to humanity in adding power and dignity to the individual, inspiring him to better means and measures and broader education.

Through these organizations of capital and labor the great solution is fast approaching, in placing in the hands of a few the generalship of these great forces on well defined rules of equity—the common sense of most.

The laboring or employee classes, composed of such diversified elements, must reach a point approximating uniformity of sentiment at least on fundamental principles, a point they are nearing in the present day. They must have leaders on whose judgment they can rely, and they must support their organization and its principles.

But both elements, capital and labor, will accomplish without loss of capital or manhood, greater benefits and results in hours through arbitration than through weeks, months and years of warfare.

That it takes strength of numbers to accomplish and consummate even a desire to arbitrate cannot be denied. It takes better discipline in such an army. It is, that to the well drilled and disciplined soldiers must be added education, not only in the principles sought to be established, but the maneuvers in the field. Every individual in these armies has a voice in its management, and thereby adds to or retards its forward movement.

31

Use force if you will and must; every battle brings you nearer to that point of understanding of their terrible waste of capital and energy, and to that time when conviction will enter your reasoning faculties that there are better ways of settling disputes. A time will come, is coming fast, when aggressiveness will give way to conciliation, when reason will supplant warfare.

From The Railway Review:

So long as labor organizations conceive it for their interests to occupy an attitude of hostility toward employers, so long will they be properly subject to the adverse criticism of all right thinking men. The Railroad Telegrapher, assuming to speak for the order which it represents, recently said:

"If you wish to assist the railroad corporations and the capitalists, do all you can against the organized classes of railroad employees. If not brazen enough to come out openly, do so in a secret manner, remembering that "he that is not with me is against me." Capitalists enjoy hearing of members reviling their chosen officers, as instead of hurting the officers it weakens organized labor."

Organized labor has its place, but that place is not in fomenting opposition between the employer and employed. Such organizations may be made of inestimable value to working men when projected upon educational or benevolent lines, but they can be, as they often are, made to work a severe injury to the laboring man because of the false statements of those who as leaders, either assumed or appointed, find their power and profit augmented by fostering such opposition. The hard school of experience is, however, coming to the rescue of the rank and file of such organizations, and this, together with a growing intelligence, will eventually relegate into obscurity the men who through misrepresentation and assurance have been temporarily lifted therefrom.

From The Railway Times:

The Railway Age makes a labored effort to discourage strikes. Listen to the wail of the corporation organ:

## The . . . .

# Boston & Maine





Is the great Tourist Route to all the principal fishing, hunting and summer resorts of Eastern and Northern New England, Canada and the Provinces—reaching as it does Lake Winnipesaukee, Sunapee, Champlain, Memphremagog, St. John, Rangeley and Moosehead. The Adirondack, White Mountains and Green Mountain regions.

Mt. Desert, St. Andrews and all beach and coast resorts. Montreal, Quebec, St. John and Halifax and hundreds of other charming pleasure resorts. Fast through trains with parior and sleeping cars to all principal points.

### Books of Travel . . . .

Excursion book, covering the entire Boston & Maine system and connections; containing list of routes, rates, boarding-house list, etc., etc., sent to all applicants free of charge.

"All Along Shore," devoted to seashore resorts, beaches and islands of Northern New England, 148 pages, 60 illustrations, maps, etc.
"Among the Mountains," covering the White Mountains, Kearsargh, Modnodnock, Wechusett and Holyoke, Green Mountains, etc., 128 pages, 40 illustrations, maps, etc.

"Lakes and Streams," descriptive of the famous lakes and fishing streams of Maine, New Hampshire and Vermont, with Lakes Memphremagog, Champlain, St. John, etc., 95 pages, 64 illustrations, maps, etc

The above illustrated descriptive books will be sent post-paid on receipt of ten cents each in stamps. A sample copy of each will be sent to ticket agents free Address General Passenger Dep't upon application.



### Boston & Maine Kailroad. BOSTON, MASS.

W. F. BERRY. Gen'l Traffic Mgr. D. J. FLANDERS, Gen'l Pass. & Tkt. Agt.

## THE CANADIAN

## PACIFIC RY,

THE GREAT AND GMLY

### THROUGH LINE

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THE ATLANTIC TO THE PACIFIC

Under One Management.

THE SCENIC LINE OF AMERICA.

For globe maps and all information regarding trips to Canadian points, Pacific Coast, China, Japan, the Orient and around the world, apply to

C. SHEERY, D.P. A.,

DETROIT.

### DO YOU COPY LETTERS?

IF SO, THIS WILL INTEREST YOU.

No brush, no blotters, no water tubs. Perfect copies Little Time. Great Convenience.

## THE SIMPLICITY CLOTH BATH.

Bath Open.

We want a good live exclusive agent in every town of the United States. You can make some money selling these Baths.

We refer you to the editor of this paper.

Mention The Station Agent when you write.

### SOMETHING NEW

in Paper Holders as a substitute for gummed blocks of all kinds. We want agents. Watch next month's advertisement in the STATION AGENT

GEO. H. RICHTER & CO., 92 Franklin St., BOSTON, MASS.

**NEW ROUTE NEW TRAIN** ELEGANT EQUIPMENT



Lighted by Gas Throughout and having New Equipment. Built expressly for this service and consisting of . . . .

### DULID IKAIN HAVING NO SUPERIOR

In Comfort and Elegance.

Pullman Compartment Buffet Sleeping Car And Drawing Room Sleeping Car, Reclining Chair Cars and Compartment Ceach and Smeker.

(AUGUST 15th, 1893.)

LEAVES CHICAGO DAILY AT 9:00 P. M. AND RUNS TO ST. LOUIS

Without Change or Waits of any kind.

Ticket Agents remember "The Diamond Special."

J. T. HARAHAN.

Second Vice-President.

T. J. HUDSON, Traffic Manager.

M. C. MARKHAM, Assistant Traffic Manager. A. H. HANSON, General Passenger Agent.

CHICAGO, ILL.

### Cleveland, Canton & Southern R. R.

City Ticket Office 141 Superior St.

STATION: ONTARIO ST, OPPOSITE HURON ST-

	Arrive.	Depart.
Canton, Coehocton, Zauesville Canton, Coehocton, Zauesville Canton-Kent	MA 00 L1	7 00 AM
Canton, Coshocton, Zanesville	6 30 PM	3 00 PM
Canton-Kent	9 35 AM	6 05 PM
Kent	™8 10 A31	"5 45 AM

Suburban trains for Newburg and Bedford leave 6:05, 7:00, %8:35, 11:10 A. M., 130, 3:00, 4:55, 1%5.45, 6:05 P. M. Arrive 6:05, 7:10, %8:10, 9:35, 10:00 A. M., 12:00 M. 10:05, 4:10, 6:30 P. M. Chagrin Falls—trains leave: 6:05, 8:55, 11:10 A. M., 1:30, 4:55 P.M. Sunday only, 5:45 P. M. Arrive 6:00, 7:10, 10:00 A. M., 1:30, 4:05 P. M. Sunday only 8:10 A. M. Theater train for Chagrin Falls and way stations Monday, Wednesday and Saturday leaves 10:15 P. M.
Trains marked %daily, All others daily except %unday.

# Valley Railway.

Depot Foot of South Water Street. City Office, 143 Superior Street,

		Depart.
Akron and Canton	† 5:40 p * 6:00 a † 3:00 p	

†Daily 'except Sunday. \*Daily. Pullman vestibule compartment sleeping cars between Cleveland and Chicago.

# THE STATION AGENT.

A Monthly Journal devoted to the interests of Local Freight and Ticket Agents and the Railway Service in General.

VOL. X.

JANUARY, 1894.

No. 5.

# INTER STATE COMMERCE COMMISSION.

SYNOPSIS OF SEVENTH ANNUAL REPORT.

TTENTION is called to the peculiar office of common carriers and the dependence of every occupation upon their facilities; the right of every person to receive just and equal treatment in all that pertains to public transportation, and the paramount purpose of regulating enactments to secure to the people the actual enjoyment of this right. There must be a common and public rate, prima facie just and reasonable, which measures the lawful charge of the carrier. Two classes of questions are involved in the consideration of a rate: one relates to the methods by which the justice and reasonableness of a rate is determined; the other to the measures by which observance of that rate is to be secured. Departure from the established tariff includes the offenses of rate cutting, rebates, under-billing, false weighing, false classification, and endless other devices by which unjust discrimination is effected. The only effective mode of dealing with discriminations arising through departure from the public rate is to place them in the category of criminal misdemeanors. Any redress by means of civil action for damages is manifestly inadequate. If such offenses escape detection and punishment, it is not because of defects and weakness in the criminal machinery for that purpose, but because those charged with the administration of criminal law are unable to enforce it against this class of offenders. In cases arising under the act to regulate commerce the guilt does not consist in determining what constitutes a criminal act, but in uncovering the guilty transaction and bringing to justice those who engaged in it. That the public tariff charges are frequently departed from in particular localities, and that rebates are paid and other prohibitions of the statute disregarded, is believed by many to be true. The legal truth of these violations may not be obtainable, yet the fact of their occurrence is a

moral certainty. To attempt the extermination of illegal preferences by executing penal provisions of the act, to ferret out the vast number of condemned transactions, to discover the parties who participate in them and secure legal evidence of their guilt and prosecute them to conviction and punishment is, of course, a difficult undertaking. In view of these facts it may be suitable for Congress to consider whether legislation should not seek to lessen the evils of secret discriminations by endeavoring to remove their cause.

With reference to the methods of correcting wrongdoing which results from making and adhering to unjust rates, the Commission says the importance of this subject can hardly be exaggerated. It involves the investigation of existing tariff rates and authority for their alteration when found excessive or unequal. These tariffs, or standards of compensation are devised by the railroads themselves and represent their notions of proper remuneration, save as they have been corrected to some extent through the agency of this Commission. The great body of producers and consumers who are so vitally affected by the cost of transportation, and completely dependent upon this unnecessary service, have no voice in fixing the scale of charges, and little power to prevent exactions or inequality, except as they may demand the intervention of Federal authority. There is a growing conviction of national duty in this regard, and the notion that the strong arm of Government should hold the balance of power between the carriers and the people has taken a firm hold upon public opinion. To investigate these tariffs, require their correction when ascertained to be unfair or oppressive, and determine what are just and reasonable rates for public carriage is a governmental function of the highest utility. Transportation is a constant and universal necessity, and the state is bound to

see that the terms upon which it is furnished are not burdensome or unequal.

Many railway managers, unable to set aside the training received in railway service prior to the passage of the act to regulate commerce, view obedience to that statute from the standpoint of a private corporation rather than that of the public agency. In some judicial proceedings, also, the design of the act to prevent, as well as cure, transportation wrongs, and that its provisions should be construed liberally in favor of the reforms it was intended to effect, have not been fully recognized. But resistance to regulation is diminishing, and the trend of judicial decisions is toward holding interstate rail carriers to more rigid performance of their public functions.

The law was intended to bring about substantially reasonable charges, reduce pernicious favoritism to a minimum, and make carriers bear in mind the statutory admonition to refrain from giving undue preference in rates or facilities to persons and places. Although all expectations have not been fully realized, the operation and administration of the statute have brought about reforms in transportation which, compared with the evils that existed prior to the law, amount to commercial emancipation.

Extortionate charges are seldom the subject of complaint, and an immense amount of injustice, caused by improperly adjusted rates and by preference in facilities, has been corrected by the Commission. The effect of a ruling of the Commission, directing revision of rates, is shown not to be confined to relieving grievances of particular persons; it extends to all who use these rates, and frequently affects rates on other lines. The act provided what the common law did not afford-a procedure by which to test the relation of rates charged to different persons and at different localities. The fear of greater discriminations or exactions no longer deters persons from complaining of carriers' illegal acts. A carrier has not now the power to punish shippers for protesting against its wrong doing.

The policy of the Commission has been to make proceedings before it as simple as possible, keeping in view the necessity of basing any authoritative action upon due process of law. There is comparatively little and often no expense to complainants in proceedings before the Commission. The Commission may be directly communicated with by any shipper or passenger feeling himself aggrieved. The homely phrases of the farmer and the concise sentences of the busy manufacturer are found in the correspondence of the Commission as

often as the carefully chosen words of the legal adviser. These informal complaints form a great and important part of the Commission's work. The different methods of regulation under the law are described. Through the administration of the regulating statute carriers and the people are coming to understand and concede their respective rights and needs. A statement of these concessions is given.

The operation and administration of the law has been successful. Boards of trade and commercial associations have, individually and through their national organization, passed resolutions recommending amendments of the act with a view to increasing its usefulness, and managers of the most important railways have also declared their belief in the utility of the law's provisions and their confidence in the body charged with its administration. This is sufficient in itself to refute all the adverse criticism, often easily traceable to interested motives, to which the statute has been subjected. Defects in the law relate mostly to details, and any proposition for radical amendment of its principles should be subjected to the severest tests. While, on account of differences in mileage, extent of country, trade conditions, and the regulating statutes themselves, little benefit is to be derived from comparison of regulation in this and foreign countries, it is noted that the features of the English plan, providing for ordering through rates and giving force to the findings of the regulating body, are effectual and absent from our law. On the other hand, excessive rates are now the subject of a preliminary investigation in England, and it is charged that a proceeding under the English act is too expensive. We are not troubled with these questions. Our principal difficulty is with improper adjustments of rates, and the remedy for this lies chiefly in enlarging the Commission's administrative authority and in perfecting the machinery for enforcement of regulating orders.

Some illustrative cases disposed of during the year are described. These refer to reasonable rates; discrimination in delivering facilities between consignees of cotton, charges in excess of tariff rates, and carriers' lien upon freight; discrimination in rates on emigrants' movables or household goods, and bill of lading charges below tariff rates; discrimination in excursion rates to political conventions; relative rates on shingles manufactured in Maine and Canada; classification of eggs, cereal products and flour, and celery; carload and mixed carload rates; discriminating rates on finished and unfinished furniture; relative rates on wheat to competing milling towns

long and short haul charges in the South, and applications for relief from the operation of that clause during the continuance of the World's Fair.

A few of these complaints taken at random from the files of the Commission are described, and the results of investigation by correspondence stated for the purpose of showing the value to the public of this simple method of preliminary inquiry. Men ordinarily hesitate to institute legal proceedings. Therefore, many grievances resulting from illegal acts of carriers would not be complained of, much less redressed, if the Commission insisted upon limiting its investigations to those arising upon formal complaints. These communications, varying in importance from material injury to business interests down to a trivial overcharge, are daily received.

These have been held during the year at Washington, Cincinnati, Atlanta, Macon, Charleston, New Orleans, Birmingham, and Tuscaloosa, Ala., Columbia, Tenn., Columbus, Miss., Detroit, Chicago, Sioux Falls and Omaha.

Under this head cases pending in the courts to enforce orders of the Commission are mentioned as follows: One against the Lehigh Valley Railroad Company, relating to coal rates, in the eastern district of Pennsylvania. Another coal case originating at Nashville and against the Louisville & Nashville Railroad Company, in the middle district of Tennessee. The Import Rate case, on appeal to the Supreme Court of the United States, from a decision against the Texas & Pacific Railway rendered by the Circuit Court of Appeals for the The Grand Rapids second judicial circuit. Free Cartage Case against the Detroit, Grand Haven & Milwaukee Railway Company, decided in favor of the Commission in the western district of Michigan, in which motion for a rehearing has been filed. One case against the Cincinnati, New Orleans & Texas Pacific Railway Company and others, a long and short haul proceeding, now on appeal in the Court of Appeals, fifth judicial circuit, from a decision adverse to the Commission. Another long and short haul case in the Court of Appeals, ninth circuit, against the Atchison system, on appeal from a decision in favor of the roads. Other long and short haul cases in courts are one against the Louisville & Nashville, in the southern district of Ohio, involving rates on beer; three in the northern and two in the southern district of Georgia, brought to enforce orders issued in cases brought before this Commission by the Georgia Railroad Commission; one in the eastern district of Tennessee against the East Tennessee, Virginia & Georgia, and others, based on a case before the Commission on complaint of the Chattanooga Board of Trade.

There is also a case pending in the district of Minnesota against the Chicago, Milwaukee & St. Paul Railway, and others, relating to rates on wheat which discriminate against Minneapolis in favor of Duluth. The case decided by the Circuit Court, northern district of Florida, in favor of the Florida Fruit Exchange, whereby the Commission's order prescribing maximum reasonable rates on oranges was sustained, is pending on appeal in the Court of Appeals, fifth circuit. Other proceedings mentioned are the Delaware State Grange case, decided in favor of the roads by the Circuit Court for the eastern district of Virginia; the case against the Northern Pacific and Union Pacific in the district of Minnesota, involving sugar rates from the Pacific Coast for longer and shorter distances; the appeal to the Supreme Court in the case of Messrs. Brimson and Orr, who refused to testify before the Commission and were upheld by the Circuit Court, northern district of Illinois; the mandamus case brought by the Commission in the southern district of New York to compel the Mallory Steamship Company to file and publish tariffs on through business to interior points.

Criminal proceedings are now pending in the eastern and western district of Missouri, the northern district of Illinois, district of Kansas, the district of Nebraska, the district of Indiana and the district of Washington.

The enactment of this provision was deemed a public necessity. It is nothing more than an extension to places of the rule forbidding unjust discrimination between persons. These long and short haul and unjust discrimination sections apply directly to particular transportation services, and are essential to successful regulation. They prevent a large number of abuses which would exist with impunity until separately condemned in actions brought under general provisions of the statute, like the first and third sections. The operation of the long and short haul provision is stated to have been satisfactory under the construction put upon it by the Commission and accepted generally by the carriers. But the effect of a decision of the Court of Appeals in an Iowa case, wherein the word "line" in the statute was given a wholly different meaning from that which the Commission had held was the proper construction, has been startling. court decision has been followed and expanded by other courts. These decisions hold in effect that one railroad is a line, and that the same and another railroad is a different line, and that three railroads are still another line, and so on; and that rates on one line are not to be compared with rates on another. The Commission holds that the word "line" means a physical line—the track of one or more railroads—and that a line may be extended over other roads by simply connecting the tracks.

The court construction says that the lines are separate and independent, while the Commission contends that the shorter line is a part of the longer line. In the first case the fourth section rarely applies; under the Commission's ruling it always applies. The interests of nearly every place where connecting roads join, and of every local station, are vitally concerned, and the need for prompt remedial legislation is urgent.

The Commission states that there is no showing upon which any railway insolvency can justly be attributed to the operation of the law. The amount of stock paying no dividend has considerably decreased since 1888, and a great reduction is noted in the amount of bonds paying no interest. If the issue of railway capital had been restricted to the amount necessary to construct and equip the properties, there would, under normal conditions of business, be much more satisfactory returns. A great portion of railway securities do, however, yield little or no return, and many railway managers claim this as evidence that the law deprives carriers of adequate revenue. The law can only operate to limit railway revenue by preventing unjust charges and undue partiality. The claim of these managers must rest then upon the proposition, that the law by prohibiting wrongs works injury to railway prosperity. Such a plea is anomalous. The evils which carriers bring upon themselves by mistaken policies of rate making or management, if not removable through their own efforts, are to be remedied by specific legislation; not by attacks upon the law with a view to its repeal or radical amendment. The people are thoroughly determined not to permit even a partial return to the railroad anarchy which prevailed before the interstate commerce law was passed.

The Commission presents a strong argument in favor of giving it authority to prescribe minimum as well as maximum rates, and shows how the present depression of rates at large centers works injury to the general public as well as to railway investors.

The Commission refers to various acts of Congress providing for through transportation over connecting roads, but says that these acts have not been so interpreted by the courts as to make it obligatory on carriers to afford necessary facilities for through or continuous travel or business.

The provision in the interstate commerce act in regard to forwarding and interchange of traffic was intended to secure to the public the benefit of through carriage from places of shipment to places of destination. Through routing at reasonable through rates is so indispensable to expedition and economy in railroad transportation, that any system of regulation is defective, if not impracticable, which fails to oblige carriers to exchange with, receive from, and deliver to, connecting lines persons and property until final destination is reached. This was the purpose of Congress in sections 3 and 7 of the act. Decisions of the Commission and the courts upon through routes and through rates are discussed. Under the current of decisions in United States courts, the facilities necessary to this privilege depend upon the voluntary action of the car-While wonderful progress has been made in railway transportation, the advance during the last ten years towards supplying adequate means for through transportation is not sufficient to warrant reliance upon the spontaneous action of carriers for needed improvements. This is shown by citation of an agreement of members of the Southern Railway and Steamboat Association, nineteen years after its formation, to prevent continuous carriage over certain through routes with joint rates by the exaction of local rates on each road. Some of the effects of failure to make joint through rates are shown in comparative tables of through and local rates over various lines. After describing the methods of arriving at rates in different sections, the Commission concludes by saying that however brought about, it is a fact that under the methods in use in respect to transportation from places north to places south of the Ohio, and from places east to places west of the Mississippi, carriers "prevent the carriage of freights from being, and being treated, as one continuous carriage from the place of shipment to the place of destination." An amendment providing for through routes and through rates is suggested.

The practice of overcharging is a widespread evil extending far beyond any excuse that may be offered in its extenuation. Demand by a delivering carrier in a through line of a greater charge than that specified in the bill of lading and exceeding the lawful rate, is

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of common occurrence. The goods are detained until the charges claimed are paid. Usually detention would entail greater loss upon the consignee than the amount of the extra charge, and the result is that he submits to the exation. The burden is then upon him to seek reimbursement, and this is attended with so many vexatious difficulties and delays that when the amount is small, the claim is often abandoned. Often, too, though the charge is illegal, the fact of demand being made makes the consignee believe that it is legal. Some of the causes of overcharges are stated by the Commission. It seems apparent that consideration of appropriate means for adequate relief will suggest the necessity of suitable additional legislation, unless such necessity be obviated by the action of the carriers themselves.

It is alleged that "tramp" vessels on the lakes, operating under fluctuating rates, prevent the "regular" lines from publishing and maintaining through rates in connection with rail carriers. But certain methods pursued by the "reguler" lines are as obnoxious as those of the "tramp" vessels. Further statements are made with regard to publication of rates for water and rail transportation and recommendation is made for amendment so as to bring these water carriers under the law.

This topic is discussed at considerable length. The total railway mileage on June 30. 1892, was 171,563.52 miles, an increase of 3,160 78 miles; the total number of railway corporations was 1,822, being a net increase of 37 during the year; 899 maintained independent operating accounts, and 712 were independent operating companies. Of the 761 subsidiary roads, 320 were leased for a fixed money rental and 186 for a contingent money rental; 9 roads were abandoned. There were 19 mergers, 17 reorganizations and 16 consolidations. The capitalization of roads reporting There were 560,958,211 was \$10,226,748,134. passengers and 706,555,471 tons of freight reported as carried during the year ending June 30, 1892. The gross earnings reported were \$1,171,407,343, and the operating expenses were \$780 997,996, leaving net earnings of \$390,409,-347, to which add \$141,960,782 as income to railways from investments. After payment of \$4.6,404,958 as fixed charges, \$97,614.745 was paid in dividends, and \$4,314,390 in other payments, leaving a surplus of \$14,036,056. The passenger revenue for the year was \$286,805,-708; and freight revenue amounted to \$799,-316,042. There were 821,415 persons employed in railway service at the end of that year, of whom 2,554 were killed in accidents and 28,267

were injured. Three hundred and seventy-six passengers were killed and 3,227 were injured. These accident statistics are carried out with considerable detail. Earnest recommendation is made for an amendment providing a penalty for the failure of carriers to file their annual reports within a specified time. The form adopted for these reports is noted as being satisfactory to the carriers, and as having been put in use by twenty-two State commissions. A preliminary statistical report for 1893 will form a part of the appendix to this report.

The law requiring the application of automatic couplers and other appliances to freight trains, which was approved on March last, is to be appended to the report, together with a comparative statement of equipment with and without automatic couplers and train brakes, and of accidents to passengers and the various classes of employees, for four years preceding June 30, 1892. The law does not restrict the use of couplers to any particular type, and it is not, therefore, open to the objection that it will especially benefit a particular patentee. The aim of the law is that the men shall not be required to go between the cars for the purpose of coupling or uncoupling, and no road can, after the date prescribed, use cars of its own or those of other roads, which do not conform to the law's provisions. Much credit is given in the report to the skill and intelligence of railway employees.

Since the Commission's last report substantially no progress has been made by the carriers in the work of uniform classification. The Commission reviews what is said on this subject in its former reports. The results of what has been attempted by the carriers in this matter have convinced the Commission that uniformity will not come from the voluntary efforts of railroad officials, and that it is necessary to urge them on by legislation. It is believed that sufficient time has been allowed the carriers to formulate a suitable plan. The report recommends that the carriers be required to adopt a uniform classification within a year, and in case of failure that the Commission or some other public authority be directed to enter upon the work.

This article shows that private freight cars came iuto use in a small way to meet the deficiency in freight car equipment of carriers for special kinds of traffic, like oil, dressed meat, furniture and live stock. That the number of private cars rapidly increased, and finally passed beyond the point of being equipped by shippers themselves; they began to be furnished by corporations for profit. After awhile demand for compensation for the us:

of such cars was made upon railroad companies. This was acceded to, the ordinary rate of three-quarters of a cent a mile being paid except upon refrigerator cars, which earned a cent a mile. Large shippers owning private cars also forced their use upon the railroad companies. The result is that private cars have come to be substituted in large measure for the cars of carriers. The payment of private car mileage now amounts to over \$30,000,000 in a single year. The railroads look upon the practice as a burden alike upon carriers and commerce. Replies to a circular sent out by the Commission unite in condemning the private car practice as a great abuse. The subject is submitted for the consideration of Congress.

Other papers in the report refer to the National Convention of Railroad Commissioners and to Government-aided railroad and telegraph lines.

The Commission recommends additional legislation on the following subjects:

- 1. With respect to proceedings to enforce the lawful orders of the Commission.
- 2. To give legislative construction to the word "line" in the statute.
- 3. To provide for establishing through routes and joint through rates.
- 4. To give the Commission power to prescribe minimum as well as maximum rates to competitive points.
- 5. To provide for the adoption of a uniform freight classification.
- To make corporations subject to the act liable to indictment for violations of the law.
- 7. To provide a penalty for failure on the part of carriers to file their annual reports within a specified time.

The Commission also calls the attention of Congress to the subjects generally considered in the body of the report and the suggestions therein made, with a view to further extension of the act by additional amendments.

### The Abuse of Railroad Receiverships.\*

[We would like the careful, thoughtful perusal of this very able State paper, as it points to one of the questions of the hour.—ED.]

Abstract from the late message of the governor of South Carolina.

The right of the State to levy and collect taxes has never been disputed. South Carolina derived that right from the kings of England. It is a right which rests at the foot of government, and without it government would

cease to exist. It has never been resisted when exercised by a sovereign except by revolution and by appeal to arms. In all free gov. ernments, or constitutional governments, the right is exercised according to law, and ample provision made for injustice or inequality in the levying of taxes. But to prevent a paralysis of government it has always been provided that the payment of taxes must first be made and the question of their justice or legality adjudicated afterwards. Hence we find in our State laws the following: "The collection of taxes shall not be stayed or prevented by any injunction, writ or order issued by any court or judge thereof." Taxes are required to be paid under protest and the money set aside until the question of legality has been determined in the court. Provision is also made by which the comptroller general, upon a proper showing, may remit unjust taxes before they are collected, or return them afterwards. The National government is similarly protected by section 3,224, Rev. Stat., U. S., which reads: "No suit for the purpose of restraining the assessment or collection of taxes shall be maintained in any court," the language here being nearly identical and even stronger than that of our State law.

So jealous, indeed, is the United States government of its taxing prerogative that section 3,226, Rev. Stat. U. S., provides that: "No suit shall be maintained in any court for the collection of any internal tax alleged to have been erroneously or illegally assessed or collected, or for any penalty claimed to have been collected without authority, or any sum alleged to have been excessive, or in any manner wrongfully collected, until an appeal shall have been duly made to the commissioner of the internal revenue." Six months must elapse before the suit can be brought should the commissioner refuse to hear the appeal.

On the other hand, the principle that property in the hands of a receiver, and thus virtually in possession of the court, should not be levied on or taken from such possession until all matters connected with the bankrupt estate have been adjudicated, the assets marshalled and the rights of the creditors determined is equally strong and just. Otherwise the first creditor who might seize the bankrupt estate might get it all or wreck it, and other claims of equal justice be debarred, entailing loss and inequality of distribution. But under the laws of this State and the United States taxes are a "preferred and prior lien,"

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to be paid always next to the expenses of the litigation. They do not come within the category of ordinary debts at all, and have been characterized as being "as remorseless as fate and certain as death."

In the conflict which has occurred in this State between these two well defined and acknowledged principles of law, the question naturally presents itself why the lesser, the comparatively modern, the doubtful right of the receiver, which rests on nothing but judicial decisions and assumption, should have been given precedence over the older and hitherto undisputed right of the State to collect its taxes in its own way. The law of receivers is altogether modern. It rests almost wholly on judicial legislation. It took its rise in the court of equity in England some hundred years ago, and up to 1860 the powers and duties of receivers and the control of bankrupt estates by judges through them were of small importance and caused no disquiet. The receiver held the trust estate pending the litigation, took care of it, paid the taxes, when necessary kept things in repair—and that was about all. But during the last thirty-five years this small, insignificant power has spread and grown with the rapidity of a banyan tree in the tropic jungles of Asia, until now it overshadows the land and blights the sovereignty of the states, becoming a veritable upas tree, which threatens the existence of local and self government. This development has been owing to and kept pace with the construction of railroads and the numerous cases of bankruptcy in which they are involved by reason of bad management, watering of stock or wreckage wrought by a bare majority of stockholders, who seize a railroad and run it in their own interests, with a view to defrauding the minority stockholders and stealing their property. Too often, alas! the courts are instruments to carry out the robbery.

But while the power of receivers and the rapidly increasing latitude permitted them by the courts have rested, in the main, on right principles and the sound policy of preserving the property, many abuses have grown up with them. I can find no warrant in law and no ground in equity for the the decision of the circuit and supreme courts in the cases we are considering. It is not disputed by either of these tribunals that taxes are a preferred lien on the property, and the chief justice expresses himself very emphatically as to the duty of the circuit court. He says: "No doubt property so situated is not thereby rendered exempt from the imposition of taxes by the government within whose jurisdiction the prop-

erty is, and the lien for taxes is superior to all other liens whatsoever." In order to get an excuse, however, for allowing the receiver to resist the payment, and to paralyze the State government in its efforts to collect taxes, he continued: "The levy of an ordinary fieri facias, sequestrates the property to answer the exigency writ, but property in possession of the receiver is already in sequestration, held in equitable execution, and, while the lien for taxes must be recognized and enforced, the orderly administration of justice requires this to be done by and under the sanction of the court. It is the duty of the court to see that it is done and a seizure of the property against its will can only be predicated upon the assumption that the court will fail in the discharge or its duty."

The State has exercised its sovereignty to levy taxes in accordance with its own laws. Its officers, in compliance with their oaths, proceeded to obey those laws. Every tax payer, whether an individual or a corporation, should be amenable to these laws alike, and any decision which destroys that equality, is an outrage upon justice. If all judges were honest, or fair, or just, this power of discrimination could work no wrong; but a receiver in the matter of taxes should be the same as any other citizen or corporation. Any favoritism that is shown him is a premium on fraudulent bankruptcy and brings the judiciary into discredit. If the court has the discretion and power through its receiver to do all the various acts necessary to run a railroad, and even build additional mileage, as has been done, and is being done, it could pass on the advisability of paying taxes in private, and doubtless does it. When, therefore, a receiver refuses to pay taxes as illegal, it follows that the court must think as he does, and it is mockery to tell us to appeal to such a tribunal.

There is no law for the unwarranted interference on the part of the United States courts; there is nothing in the United States constitution to warrant it. The authors of that instrument never dared to set up any such claim, and the court only obtains it by a "violent assumption of power," which is the essence of tyranny. That it has required a century for judicial insolence to go so far is a sufficient proof that it has no basis in law or justice, and could only spring from that perpetual grasping after more power which has

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characterized the judges of the United States circuit court and district courts. One by one the reserved rights of the States are being absorbed by the federal judiciary, and it is high time for Congress to take the matter in hand and by expressed limitations restrain the unlicensed and iniquitous powers exercised by the courts in the matter of receiverships.

There is talk in some quarters and a growing demand for government ownership of railroads, for these corporations, whether in the hands of receivers or of the owners themselves, have found such ready and willing tools among the federal judges, who are ever ready to stand between them and the people in their efforts to restrain them within reasonable bounds that no other mode of relief appears possible. This is not a desirable solution of the problem, and I do not advocate it; because such control would almost inevitably be used as an engine in elections by the use of the employees at the ballot box for the benefit of the party in power. The mere idea is repugnant to a republican form of government. But those who manipulate and control these corporations, and who grow rich in robbing the people through them-such men in particular -hold up their hands in horror at the mere idea of government ownership. But what have we in the United States at this time? What is the condition of a large number of these corporations? Upward of 33,000 miles of railroads, one-fifth of the total mileage in the United States, and representing a capital of more than \$1,400,000,000 are today in the hands of receivers, who are but the servants or partners of the judges. We have here government ownership or control (at least in effect) the most absolute and irresponsible that is possible to exist. The federal judiciary, without any statutes on the subject, or comparatively few limiting or defining their powers, control one-fifth of the railroads in the United States without responsibility to anybody; without anyone to overlook them or their agents, the receivers; without any accounting to be had for the millions and hundreds of millions of dollars of these "wards in chancery;" issuing receivers' certificates, which are preferred liens on the property; imprisoning the State's officers when they attempt to collect taxes; arresting our constables for the slightest interference even for the freight they haul; bargaining with the receivers for the employment of kinspeople or favorites; and Congress sits idly by, watching this more than Russian absolutism with seeming indifference.

With this vast amount of property held in absolute possession, without responsibility to

anyone, it is small wonder that there has been maladministration, peculation, robbery and widespread demoralization. One court in Vermont has held a railroad under a receivership for twenty-seven years. Many corporations have found themselves saddled by heavy debts by the incompetency or dishonesty of the receivers, who, we will see, are sometimes the servants and at other times the masters of the court. Men who want to make money rapidly -honestly if they can, but who must "make money "-seek the position of receiver with avidity. The most glaring and remarkable instance of this facilis est averni occurred this year, when Judge Edward M. Paxson, of the supreme court of Pennsylvania, with still four years' tenure, resigned his high office to accept the receivership of the Philadelphia & Reading Railroad. How much longer shall this abuse which cries aloud from heaven, and which is a scandal in the land, corrupting the judiciary by the use of unbridled power, be allowed to continue? By comparison, government ownership under strict laws and rules, such as obtain in the postal service, would be such an improvement that it is bound to come unless the abuses of receiverships are stopped.

# Washington's Overcoat.

The story is told by a traveling auditor, that a certain railway traversing a sparcely settled country desiring to make a stopping place at a certain cross-road, had made arrangements with the keeper of the cross-road grocery to transact the little freight and ticket business from that point. He was given a stock of stub tickets with instructions voluminous. Months rolled round, and while an occasional ticket came to the general office from his station in conductor's collections, no reports came from the agent, while he remitted occasionally to the treasurer.

The Auditor of Ticket Accounts had called him to task at various times and in forcible language, but no attention was paid to his letters to the agent so the traveling auditor was sent to "check him up."

The traveling auditor introduces himself and states his mission when the agent addresses him thus: "So you want me to report tickets sold, do you? Don't the conductors collect them from the passengers? Don't I send all the money to the treasurer? What more do you want? I got some letters signed by B. X., Auditor of Passenger Accounts, but I wont answer such letters. He thinks he is so big that George Washington's overcoat wouldn't make him a vest!"

Fair.

MHE extent to which modern science is subduing physical forces to human use is strikingly illustrated by the progress which is making in annihilating space and distance by improved methods of transportation. We are building warships that skim the seas with almost lightning rapidity. The feat of the "Columbia" in making twenty-five miles an hour would have been deemed incredible a decade ago. But who shall say that the limit of speed capacity in steam navigation has been reached? So in railway travel. Twenty-five years ago a speed of thirty miles on a railway was regarded as the attainable maximum. Mr. George Westinghouse, Jr., the inventor of the air-brake, said not long ago to the writer that it was impossible to run a train with perfect safety on an American road at a speed of forty miles an hour. Now a sustained speed of over fifty miles an hour is safely made every day on the New York Central, and is scarcely considered remarkable.

No department of the Chicago Exposition possessed greater interest than that which illustrated the progress made in the means of One of the most attractive transportation. features of this exhibit were the quaint old trains that some of the great trunk lines had reproduced for the occasion, standing beside a modern train, with its perfection of safety appliances and luxurious furnishings.

A principal attraction of this general exhibit was that of the New York Central. At one end of the beautiful building erected by that company and the Wagner Palace Car Company, stood the De Witt Clinton, the first locomotive used upon the New York Central, with its train of old-fashioned Concord coaches, mounted on trucks suitable for running by steam on the old strap rail of the Mohawk and Hudson Railroad, now and for many years part of the main line of the New York Central & Hudson River Railroad. It was on the trial trip of this train that Thurlow Weed, Erastus Corning, ex-Governor Yates, J. J. Boyd, Billy Winne (penny postman); Edwin Crosswell, editor of the Albany Argus; John Townsend, late mayor of Albany; Major Meigs, (sheriff); Jacob Hays, high constable of New York; Mr. Dudley, of Dudley's Observatory; Joseph Alexander, of the Commercial Bank; Louis Benedict, and J. J. DeGraft, mayor of Schenectady, were passengers, and its first trip was made from Albany to Schenectady, a distance of seventeen miles, August 9th, 1831, on which occa

Transportation Exhibit at the World's . sion a maximum speed of fifteen miles an hour was attained.

> Close beside this quaint reminder of early days stood the New York Central's ponderous locomotive, No. 999, attached to the Empire State express, which this great engine drew for some weeks previous to its going to Chicago to take its place among the transportation exhibits.

> Engine 999 is a result of the most careful and delicate experiments, covering a period of many years, and is justly regarded as one of the most perfect pieces of machinery ever created. The principal dimensions are as follows:

> Cylinders..... 19 in. x 24 in. Diam. of driving wheels outside of tires......86 in. Diameter engine truck wheels ...... Springs, length of driver, centre to centre of hangers ..... 44 in. Total length of boiler ... 26 ft. 41/8 in. Diameter of first ring outside ..... 58 in. Size of fire box ..... 1083/4 in. x 401/8 in. Tules, 268..... 2 in. dia., 12 ft. long. Heating surface in tubes. 1,697.45 sq. ft. Heating surface in fire box ..... 232.92 sq. ft. Total heating surface.... 1,930.37 sq. ft. Grate surface......30.7 sq. ft. Stack, inside diameter... 151/4 in. Weight in working order. 124,000 lbs. Weight on drivers..... 84,000 lbs. Driving wheel base ..... 8 ft. 6 in. Weight of tender loaded . 80,000 lbs. Total weight of engine and tender ..... 204,000 lbs. Extreme length of engine.....39 ft. 6¾ in. Extreme height from top of rails to top of stack.14 ft. 10 in. Fuel used, bituminous coal.

> The most notable run ever recorded was that of this engine, drawing the Empire State express, on May 10th, 1893, when the world's record of a mile in 32 seconds was made. This is equivalent to 1121/2 miles an hour. The passengers on board said that the train flew along with the same steadiness that would have accompanied a slower rate of speed. There was no unusual swaying or jolting, and only persons who were looking out for manifestations of extraordinary speed would have noticed that the clickety-click of the rails sounded like the roar of musketry, and the telegraph poles along the track seemed like pickets in a

> Alongside the Empire State express stood the exhibit of the Wagner Palace Car Company, declared to be the handsomest train of cars in the world. It consisted of a combination, baggage, buffet, smoking, and library car,

10,000

a state-room car, a sleeping car and a dining car, all painted in royal blue and gold. They are longer than cars are usually built, being 72 feet long inside and 78 feet 5 inches over all. The wheels are of Krupp steel, 36 inches in diameter. The cars are all provided with the perfected Wagner vestibule and the Gould platform, buffer, and coupler. They are lighted by electricity, gas burners being also put in for emergency. Heat is radiated from the engine by the safety system, and in all of the saloons, the barber shop, and bath rooms the floor is tiled. The combination car is furnished in the colonial style, and embraces a barber shop, a steward's pantry and buffet, a card room, a writing room and library, and a baggage compartment. The drawing room car "Pinzon" is finished in Greek design and luxuriously furnished. The state room car "San Salvador" is probably the handsomest in the train. It is finished in the Empire style. State room A is finished in antique mahogany, darkstriped Wilton carpet, and water-silk tapestry. It is in the style of Louis XVI. renaissance The double state room B and C is finished in Circassian walnut, with slate and white figured damask upholstery. It is finished in the Empire design. State room D is in ivory and gold in the style of Louis XV.; the draperies and upholstery are of rose satin damask. State room E is finished in satin wood, the upholstery being light olive satin figured damask. Each of these latter state rooms is fitted with private bath room. The double state room F and G is finished in mahogany in an Empire design, the draperies and upholstery being a canary satin figured damask. The sleeping car "Isabella" and the dining car "Ferdinand" complete the train. The head linings of all of the cars are of embossed plaster of Paris, decorated in various colors.

Another remarkable exhibit of the transportation department of the Fair was that of the London & Northwestern Railway Company, which sent over a complete train, composed of the high class and powerful compound locomotive Queen-Empress, tender, sleeping saloon, and a standard composite car. The exhibit derived additional interest from the fact that the London & Northwestern was the pioneer line of the world in initiating steam travel, the first successful train by Geo. Stephenson's locomotive, the Rocket, having been run September 15th, 1830, on the Liverpool & Manchester Railway, now incorporated in the London & Northwestern. This latter railway is the trunk line of Great Britain, at once the oldest and wealthiest in the realm. It extends through nearly three-fourths of the

whole of the counties of England and Wales, and connects with Scotland through historic Carlisle, and with Ireland through the ports of Holyhead, Fleetwood, Liverpool, etc. The magnitude of this great corporation is shown by the following interesting statistics:

Capital stock         \$540 000,000           Annual revenue         58,625,000           Annual expenditure         32,750,000           Number of persons employed by company         62,000           Number of persons employed in locomotive department         19,000           Miles operated         2,700           Engines owned         2,700           Passenger cars owned         7,470           Freight cars owned         60,000           Wagons and trucks owned         3,700           Horses owned         20           Steamships owned         20           Passengers carried annually         67,250,000
Annual expenditure       32,750,000         Number of persons employed by company       62,000         Number of persons employed in locomotive department       19,000         Miles operated       2,700         Engines owned       7,470         Freight cars owned       60,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
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Number of persons employed in locomotive department       19,000         Miles operated       2,700         Engines owned       2713         Passenger cars owned       7,470         Freight cars owned       60,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
motive department       19,000         Miles operated       2,700         Engines owned       2713         Passenger cars owned       50,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
motive department       19,000         Miles operated       2,700         Engines owned       2713         Passenger cars owned       50,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
Miles operated       2,700         Engines owned       2 713         Passenger cars owned       7,470         Freight cars owned       60,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
Engines owned       2 713         Passenger cars owned       7,470         Freight cars owned       60,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
Passenger cars owned       7.470         Freight cars owned       60,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
Freight cars owned       60,000         Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
Wagons and trucks owned       3,700         Horses owned       3,700         Steamships owned       20
Horses owned
Steamships owned 20
Passengers carried annually 67.250.000
Weight of tickets issued annually 50 tons.
(which, if placed end to end, would
in 11 years make a belt round the
world 11/4 inches in width).
Tons of goods and minerals carried
annually
Number of stations 800
" signal cabins 1,500
" signal levers in use 32,000
" signal lamps lighted
every night 17,000
Number of accounts opened last year
at Crewe for special orders for vari-

As is generally known, the locomotives and carriages on English railways differ in many particulars from those used on American roads. The compound express passenger locomotive, Queen-Empress, exhibited at Chicago, showed very clearly the points of contrast with locomotives of American construction and design. A few of its leading features are as follows:

ous departments.....

Two high-pressure cylinders 15 inches in diameter by 24 inches stroke, and one low-pressure cylinder 30 inches in diameter by 24 inches stroke. The engine is carried on four pairs of wheels, the leading pair being 4 feet 1½ inches diameter, and fitted with F. W. Webb's arrangement of radial axle box with central controlling spring. The high and low pressure driving wheels are 7 feet 1 inch diameter and are placed in front of the fire box. The trailing wheels are 4 feet 1½ inches diameter, the axle boxes having ½ inch side play. Both pairs of driving wheels being placed in front of the fire box necessitates the adoption of a long boiler, the barrel of which is 18 feet 6 inches long, made out of ½ inch steel plates, having a mean diameter of 4 feet 3 inches, the fire box casing being 6 feet 10 inches long. An intermediate combustion chamber (F. W

WE present to you the best railway journal in the land for one dollar per year.

### Ancient Railroads.

MHE people who have become accustomed to rapid transit as it is known and practiced by railroads of the present day, are prone to forget that fifty and less years ago railroading was in its infancy, and the most rapid transit trains of that day would have stood a poor chance of winning a race with a bicyclist of the present era. This fact is called to mind just at present by a quaint old schedule of the South Carolina Railroad, dated March 1, 1852, which has recently been discovered among the archives of the Company. The schedule is neatly framed, whether by the parties issuing it or at a subsequent date is not known, and is now hanging in the office of the general manager of the road. The document contains a schedule of the trains, freight and passenger, then running between Charleston and Columbia, and Charleston and Hamburg, and is followed by a list of rules to govern conductors and engineers, and is signed by the officers of the road of that day. A few extracts will give an idea of the speed at which trains were then run on what, for the period, was considered a well equipped line: The night express train left Charleston at 5 P. M., and arrived at Hamburg at 6 A. M., making the run of 136 miles in thirteen hours, at an average speed of ten miles per hour. The night express train from Columbia left Charleston at 4:15 P. M., ard arrived at its destination, if it happened to be on time, which was not at all probable that it would be, twelve hours and fifteen minutes afterwards, the distance being 130 miles. This sounds very funny nowadays, when passenger trains are not considered fast at all unless scheduled for thirty-five or forty miles an hour, but it is nothing to compare with the freight schedules which were operated then. According to the time table referred to a freight train left Charleston at 5 o'clock A. M., and was due to arrive at Aiken at 9:42 the next morning. The distance is 120 miles, and the time allowed is twenty-eight hours and fortyfive minutes—a little over four miles per hour. The freight train for Columbia covered the distance in twenty-nine hours, or traveled about half the distance which dozens of expert pedestrians have made in the same time in modern six-day-go-as-you-please walking matches. The rules which are subjoined to this old time table read to modern railroad men very much like one of Bill Nye's humorous efforts. They are all more or less quaint, but a few of the most peculiar are given below. Rule No. 2 reads very much more as though it had been issued by a harbor master

than by the general manager of a railroad. Here it is: "In case of dense fogs all freight trains on the road will go into the nearest turnouts, and there remain until it clears off. The passenger and night express trains will, in such cases, run strictly within schedules." The present system of train dispatching not being dreamed of at that day it was not always possible to prevent trains meeting out in the woods somewhere, so it became necessary to establish some rule as to which of them would run back to the nearest "turnout" in such cases. Rule No. 5 applies to these cases: "The Columbia passenger train will keep out of the way of mail trains, and in no case will it be allowed to run them half way between the turnouts, or, seeing it approach, will turn back, unless the Columbian train has run twothirds of the distance between turnouts, in which case the Hamburg train will run back, and not then if on schedule time." The eighth rule, if followed strictly at the present day, would unquestionably prevent all possibility of the fearful collisions which are frequently read about in the daily papers: "Trains approaching each other must go slowly and with caution-stopping at least 100 yards apart." Another regulation suggests that the conductor of that day had to be a graduated member of a hook and ladder company: "A strong cord to be attached to the bell of the engine, to extend over the top of the cars to hindmost car-within reach of the conductor at any point of the train." Rule No. 15 will excite the admiration and envy of the martyrs who are now called upon to wait indefinite periods upon delayed trains: "Every conductor will have his couplings and all else pertaining to the outfit of his train all ready and in order the night before leaving." The South Carolina |Railway Company is having the curious old relic of a forgotten era of railroading photographed, and the original will be preserved with care. - Exchange.

### Another Foreign Grab.

He—I hear that all of Jay Millionair's daughters are married; is it true?"

She-Yes; all five of them.

He-Married some English syndicate, I suppose.—Soundings.

#### Where He Went.

"Did one ticket pass you into the Fair and Midway both?"

"I don't know. I never tried to get into the Pair."—Chicago Inter-Ocean.

WE present to you the best railway journal in the lond for one dollar per year.

#### "Reminiscences."

CHICAGO, ILL., Dec. 16, 1893.

MR. EDITOR: You have called upon me to "spin a yarn" of personal reminiscences.

I do it cheerfully, but my story will be brief, because only those who are well advanced in years can afford to have "reminiscences," and although I have seen a great deal of life I have not yet passed the half hundred mile post.

Yet, twenty-nine years ago this day I shared in the battle around Nashville, Tenn., and felt, at that time, I was a full grown man—and I was. I carried a sword, wore shoulder straps and had a horse to ride, but like many others of my comrades in blue I was hungry, ill clad, and in the weary march from Nashville to Eastport, on the Tennessee river, had to foot it over the flinty roads in two pairs of woolen stockings because I had neither boots nor shoes, and the weather was too cold to sit on my horse.

Perhaps the nerve I then cultivated accounts for the "nerve" I have today in writing this.

When I was discharged from the service at the close of the war I had some little money, saved from my pay, and I came to Chicago to take things easy for a few months, but I soon grew tired of playing the gentleman and commenced to look about for something to do. A friend suggested that I had a natural gift of "gab," and that I would make a small fortune soliciting advertisements on a "commission" basis for a theatrical program. That is where and how I first learned something about "commissions," and up to this date I have not stopped learning—nor stopped paying.

However, my efforts to secure advertising were not remarkably successful, and I gave up the job after a two days' experience.

Then I looked around for a salaried position, but there were more returned soldiers than vacant jobs and I spent some weeks in a vain endeavor to secure an opening anywhere. But the Lord helps those who help themselves, and another friend gave me an introduction to Mr. M. M. Kirkman (now Second Vice President of the Chicago & Northwestern R'y, but who was then Assistant General Accountant of that company), who kindly offered me \$40 a month to check local ticket reports in his office. That gave me a start, and before my first month had expired the man working on the "apportionment book" took sick (in fact he got drunk and soon after died) and I took his place at \$83.33 per month. I worked nights and Sundays, and even omitted to call upon my best girl, to show my appreciation of my employer's kindness. As the months and years rolled by I was called upon to fill various other positions in Mr. Kirkman's office, and the experience I thus gained taught me to be a "Jack of all trades." A catalogue of the varied duties I have tried to perform in my railway career would fill a column of "THE STATION AGENT," and I wont attempt to use your valuable space for that purpose, but if I ever lose my position as a general passenger agent I can keep books, check up a station, tack up advertising matter, make out an expense account from an Official Guide, or check a trunk to the wrong destination. Heretofore I have been too modest, I fear, to "blow my horn," but this is too good a chance to blazen my capabilities to the outside world to let it slip, and I thank you, Mr. Editor, for this opportunity. If my managing officers should read this short story of "a busy life," and all at once recognize what a treasure I must be, they may raise my salary, and then I will set up the cigars for all the "boys" who will call upon me at my office in Chicago. Is this Very truly yours, enough?

GEO. H. HEAFFORD General Passenger Agent.

#### Law vs. Common Sense.

MHE "Engineering Magazine" records an admirable example of the variance which is occasionally found to exist between law and common sense. It is that of a recent decision of the corporation counsel of the City of New York, in which he held that the Broadway cable railroad cannot be permitted to lay a wire in its own conduit for the purpose of signalling to the power-house to stop the cable in the event of an accident on the line, because the subway company has been invested with the exclusive right to lay wires in the streets of the city. The ultimate result of this prohibition will probably be a serious disaster, in which a car will run amuck the whole length of Broadway, carrying devastation in its path.

#### Sweet Contentment.

The merchant sat in his easy chair
At eve, and his thoughts were gay;
No care was his, for you see he'd put
A big "ad" in the papers that day.

—Buffalo Courier.

WE present to you the best railway journal in the land for one dollar a year.

# An Ideally Bad Baby,

MOM was a bad baby, from the very beginning of his usurpation. He would cry for nothing; he would burst into storms of devilish temper without notice, and let go scream after scream and squall after squall, then climax the thing with "holding his breath "-that frightful specialty of the teething nursling, in the throes of which the creature exhausts its lungs, then is convulsed with noiseless squirmings and twistings and kickings in the effort to get its breath, while the lips turn blue and the mouth stands wide and rigid, offering for inspection one wee tooth set in the lower rim of a hoop of red gums; and when the appalling stillness has endured until one is sure the lost breath will never return, a nurse comes flying, and dashes water in the child's face, and-presto! the lungs fill and instantly discharges a shriek, or a yell, or a hewl which bursts the listening ear and surprises the owner of it into saying words which would not go well with a halo if he had one. The baby Tom would claw anybody who came within reach of his nails, and pound anybody he could reach with his rattle. He would scream for water until he got it, and then throw cup and all on the floor and scream for more. He was indulged in all his caprices howsoever troublesome and exasperating they might be; he was allowed to eat anything he wanted, particularly things that would give him the stomach-ache.

When he got to be old enough to begin to toddle about and say broken words and get an idea of what his hands were for, he was a more consummate pest than ever. Roxy got no rest while he was awake. He would call for anything and everything he saw, simply saying "Awnt it" (want it), which was a command. When it was brought, he said in a frenzy, and motioning it away with his hands "Don't awnt it! and the moment it was gone he set up frantic yells of "Awnt it! and Roxy had to give wings to her heels to get that thing back to him again before he could get time to carry out his intention of going into convulsions about it.

What he preferred above all other things was the tongs. This was because his father had forbidden him to have them lest he break windows and furniture with them. The moment Roxy's back was turned he would toddle to the presence of the tongs and say "Like it!" and cock his eye to one side to see if Roxy was observing; then "Awnt it!" and coco his eye again; then "Hab it!" with another furtive glance; and finally, "Take it!"—

and the prize was his. The next moment the heavy implement was raised aloft; the next, there was a crash and a squall, and the cat was off on three legs to meet an engagement; Roxy would arrive just as the lamp or a window went to irremediable smash.—Mark Twain's "Pudd'nhead Wilson," in the January Century.

#### Patents Granted.

EPORTED especially for this publication by Messrs. Chandlee & Macauley, solicitors of pa'ents, Atlantic building, Washington, D. C. Copies of these patents may be obtained from the above firm at 15 cents each.

511,752. Railroad weed mower. Frank J. Case, Arrington, assignor of one-third to Geo. T. Challis, Atchison, Kans. Filed June 17, 1892. Serial No. 437,021. (No model.)

512,216. Switch stand and switch operating mechanism. John H. Quimby, Concord, N. H. Filed Aug. 12, 1893. Serial No. 482,978. (No model.)

512,066. Freight Transferring Device. Oliver Spitzer, Brooklyn, N. Y. Filed Sept. 92, 1893. Serial No. 486,804. (No model)

512,239. Apparatus for heating railroad cars. Henry. R. Towne, Stamford, Conn., assignor to The Safety Car Heating and Lighting Company of New Jersey. Filed Feb. 4, 1887. Serial No. 226,569. (No model.)

512,236. Locomotive tender box lid. William A. Stofer, Foxburg, Pa., assignor of one-fourth to Howard H. Porterfield, same place. Filed March 1, 1893. Serial No. 464,238. (No model.)

512,180. Tie-plate. Herbert W. Foote, Brooklyn, N. Y., assignor of four fifths to A. Lincoln Clarke. Elizabeth, N. J. Fired March 2, 1893. Serial No. 464,442. (No model.)

512,103. Car coupling. Valentine Erbach, Scranton, Pa. Filed April 12, 1893. Serial No. 470,001. (No model.)

511,939. Car coupling. Green M. Dry, Albemarle, N. C. Filed Sept, 5, 1893. Serial No. 484,851. (No model.)

512,034. Station indicator. Charles M. Kiler, Indianapolis, Ind., assignor of one-half to Stephen Urmston, same place. Filed Aug. I, 1893. Serial No. 482,043. (No model.)

512,181. Safety guard for railway cars. William J. Foster, Hoboken, N. J. Filed Oct. 20, 1863. Serial No. 488,669. (No model.)

512,145. Combined spark arrester and ejector. Truman E. Austin, Binghampton, N.

Y. Filed Feb. 15, 1893. Serial No. 462,381. (No model.)

512,077. Electrically controlled railway signal. James Wayland, Newark, N. J. Filed Ont. 5, 1893. Serial No. 487,289. (No model.)

211,955. Anti-friction side bearing for cars. Luther K. Jewett, Boston, Mass. Filed Sept. 4, 1893. Serial No. 484,766. (No model.)

511,973. Car brake. John F. Stevens, Ottumwa, Iowa, assignor of one-half to John Phillip Ullriah, same place. Filed April 21, 1893. Serial No. 471,267. (No model.)

# Electricity on the Canals.

PUBLIC trial was held on Saturday, Nov. 18, of an electric trolley system for canal boat propulsion at Brighton, near Rochester, N. Y., in the presence of Governor Flower, Nikola Tesla, George Westinghouse, Jr., and a number of public officials, capitalists and others.

The Westinghouse company furnished the apparatus and paid one-half the expense of the experiment, the State paying the remainder, the entire cost being \$5,000. The electrical power was obtained from the Rochester Railway Company and was supplied to the boats by means of a flexible trolley system; the boat used was an old steam canal boat, from which the engine and boiler had been removed, and a large Westinghouse motor connected to the propeller shaft. The connecting wires ran from the motor up to two trolley standards of the same design as those used on street cars, one being for the return current. By the side of the steering wheel of the boat is a switchboard, which is so placed as to enable the steerman to control the electrical power as he pleases.

Several thousand spectators had assembled on the banks of the canal to witness the experiment. Governor Flower was escorted aboard the boat, accompanied by a large number of invited guests, and took his position at the switchboard; after some delay the canal boat was finally, by means of a tug, placed in position under the trolley wire, and the governor turned on the current.

The boat moved forward with surprising smoothness, and gained in speed until it moved at the rate of four miles an hour, the machinery working smoothly and the water astern being churned up very little. The boat passed along the canal for half a mile, turning curves, going under a bridge, and in and out of a lock.

The governor was highly pleased with the

experiment, and said in response to a demand for a speech:

"The test has resulted well, but of course we will have more of them. I am satisfied that with better apparatus and improved facilities an average speed of four miles an hour can be attained here on the canal. With horses but two miles an hour can be made. I am informed by the electricians that the expense of operating a boat by electricity will be about one-half that of steam. I think we shall see the boats on the Erie operated by this magic power before many years. One of the economies will be the abolition of the towpath. The canal now costs this state \$1,000,000 a year; nearly all that is expended in keeping the towpath in good condition.

"In 1829, when De Witt Clinton started from Buffalo for Albany on a canal boat, he had a military company as an escort, but there was no electricity to move boats or transmit news. They sent the fact of his starting from Buffalo to New York by the successive discharges of cannons along the bank of the canal and the Hudson River, and the time occupied in sending the message from Buffalo to Sandy Hook was one hour and fifty minutes. The people gathered along the canal rejoicing at the improvement. Forty tons of freight was all that was taken from Buffalo to New York the first season the canal was operated. Now 3,000,000 tons a day goes through. By the use of electricity as a motive power the tonnage may be increased to 12,000,000 daily without any cost to the people of the state. When canal boats shall all be propelled by electricity the horse and the mule will be given a rest, and the great medium for transporting the immense products of the West to the Atlantic, greater than the Canadian Canal or the Mississippi River, will be the Erie Canal. I consider it a great privilege to witness this test as governor of the State of New York, because I regard this successful demonstration that boats can be propelled by electricity as important an epoch in the commercial history of the state as was the opening of the Erie Canal. If the electricians are correct in their estimates. the expense of running boats on the Erie Canal will be reduced to one-fourth or onefifth of the present cost."

Mr. Westinghouse, commenting upon the economy of running the electric canal boats, said: "I understand that eight men are now required to run canal boats. An electric canal boat will only require two men—one to run the boat at night and one in the day. Moreover, space will be saved, for there need not be any place left for stables for the horses or mules."

#### The Strike Ended.

RDITORIALLY the "Railroad Trainmen's Journal says: "The great Lehigh Valley strike which commenced at 10 o'clock, P. M., on November 21st, came to an end on December 6th. The boards of arbitration of New Jersey and New York were the means of effecting a settlement between the company and its former employees, after a conference first with the management and afterward with the committee representing the men and the officers of the organizations. After the gentlemen comprising the boards had interviewed all parties interested, the following letter was sent to Mr. E. P. Wilbur, president of the company, which opened the way for a settlement:

"'South Bethlehem, Dec. 5, 1893.

"'E. P. Wilbur, Esq., President Lehigh Valley Railroad Company:

"'DEAR SIR: The state boards of arbitration of New York and New Jersey desire to know whether, if the existing strike is de-clared off, the Lehigh Valley railroad company will agree to take back as many of their old employees as they have places for, without any prejudice on account of the fact that they struck or that they are members of any labor organization; that in re-employing men formerly in its service, the available time shall be so divided among the men so re-employed that they may feel they are again in the service of the company and self-supporting; that in making promotions hereafter the company will make no distinction between men now in its employ and those re employed, on account of seniority in service or otherwise; that when in the employ of the road committees from the various classes of employees will be received from the branch of service in which the aggrieved party is employed, and their grievances considered and justly treated; and that in employing men in the future the company will give the preference to former employees, when the strike is declared off.

"'We further think that to prevent misapprehension the Lehigh Valley railroad company should confirm the rules posted by Mr. Voorhees August 7, last, as first vice president of the Philadelphia & Reading railroad com-

pany.
""We believe that these suggestions are reasonable, and that if they are accepted by your company the present strike will be at once terminated.

"'Respectfully yours, "'G. ROBERTSON, JR.,

"'Of the New York State Board of Mediation and Arbitration.

"'J. P. McDonnell,

"'Chairman of the State Board of Mediation and Arbitration of New Jersey.'

"To this letter Mr. Wilbur sent this reply:

"'LEHIGH VALLEY RAILBOAD CO., ) OFFICE OF THE PRESIDENT, South Bethlehem, Dec. 5. J

"' Messrs. Gilbert Robertson, Jr., of the New York State Board of Mediation and Arbi-tration, and J. P. McDonnell, chairman of the State Board of Mediation and Arbitration of New Jersey.

"'GENTLEMEN: I beg to acknowledge your communication of this date. The Lehigh Valley railroad company agrees to the suggestions contained therein and in the event of the present strike being declared off will abide by them

""We recognize and willingly respond to your modification of our former understanding—that the available time may be divided so that the men re-employed may have some certain source of support.

"' We further, of course, confirm the rules posted by Mr. Voorhees on August 7, last. The Lehigh Valley railroad company resumed pos-session of its lines on August 8, and the rules in question have not been rescinded.

"'Very truly yours, "'E. P. WILBUR, President.'

"The reply of President Wilbur was communicated to the officers of the organizations and the men. Its terms were accepted, the men notified settlement had been made and that they should report for work. They did so and the majority of them were re-employed at once and the remainder are going back as rapidly as business will permit and the 'scabe' can be disposed of. This will be but a matter of a short time for the general destruction wrought by them will overcome all the promises of permanent employment made when the road was making its great effort to down organized labor. The terms of the settlement cover just what the men asked for before they struck, and had the concessions been made at the time they were asked the strike with its destruction of property and loss of life and limb would never have happened. At the time of settlement some of the men preferred to hold out for an uncompromising settlement, with the return of the men in a body and the discharge of all the scabs, but calmer reason prevailed and in the end the men expressed themselves as satisfied with what had been done. This was certainly the wiser course; the organizations have held their own and remain intact, they gained the concessions they fought for, they will command the respect of the company hereafter and the rest will follow. This was in many respects the most remarkable strike the world has ever witnessed. The strict compliance to the laws of the states, the non-interference with new men, the sobriety and general good behavior of the strikers and the absence of the militia were all new departures in such affairs which formerly have

all been attended with riot and bloodshed. It was brought about in the defense of a principle of justice and not as strikes generally are born, through a desire for increased wages or shorter hours. Through misrepresentation and garbling of the truth at the commencement of the strike the real cause has been made a mystery to the reading public by the daily press. The public has asked: What was the principle at issue? In explanation we say -It was simply the refusal of the management to meet any committee of employees, representing their fellowmen, for the adjustment of any grievances they may have had. In the conference between the company and the men last August it was promised the men that none of them should be discharged without sufficient cause, and when desired an investigation or hearing should be accorded the man discharged, giving him the opportunity to set himself right if he could do so. This concession, like many others, was never allowed to become effective. Men were discharged from time to time without any apparent reason, and were given no opportunity to be heard as individuals, other than they were displaying too much activity in the federation movement. It is true that charges were trumped up a time or two, but they were of so flimsy a nature that suspension would have been unwarranted, much less discharge. The men quietly accepted the situation, they were not hunting trouble, until the last of October, when it be--came plainly apparent that membership in any one of the railroad organizations was to be had -only at the sacrifice of position. They addressed a most respectful communication to General Superintendent Wilbur, asking for an interview, not as representatives of labor organizations but as employees, and were refused an audience, but were told that any individual having a grievance could present his -case himself. After the refusal of the general superintendent they went to the general man--ager, Mr. Voorhee, who ridiculed their request and when asked to consider his promise made -during the summer replied: 'It isn't worth the paper it is written on.' An admission he should have been slow to make for decency sake, as he was one of the principal parties to the agreement. After their vain attempt to be heard by Mr. Voorhees the men went to Presi--dent E. P. Wilbur, but he also was on his dignity and refused to see the committee, saying he knew just what they had to say. closed the last hope of appeal and there was nothing to do but use force when reason and argument failed or return home and calmly await the axe. Mr. Wilbur could have settled

the matter in an hour by promising the discharged men a fair hearing, keeping his promises and deciding the cases at issue honestly and on their merits. The dignity of the president would not permit him to grant any such concession to his men. He receive his men as equals? Never! But he informed them he would receive them as individuals. The men understood by hard experience that any individual, unsupported, laying his case before the management could use his time to better advantage looking for employment elsewhere as the affair could be summed up thus: An audience, brow-beating, intimidation and final repulse. A short story and a familiar one where men are received as individuals. The fact of the matter is that short association with the Reading gave the Valley a burning ambition to root out all branches of organized labor on its lines. They saw the organizations growing and the idea that they might at some time presume to ask for a conference with the officers was too alarming to be borne quietly; it savored too strongly of democracy, was threatening the dignity of plutocracy; it must be suppressed and the sooner done with the easier the undertaking. They commenced by discharging men who were prominent in the organizations, presumably with the idea that the others would profit by the hint, but they under-estimated the true worth of their men. Then the discharges came faster and the right to appeal was emphatically denied. The men saw the inevitable end, either withdrawal from their organizations or dismissal from the service, and their better natures rebelled against the unjust attitude of the company, for they could not be made to believe that 'Providence sent a few men into the world, ready booted and spurred, to ride and millions ready to be ridden.' The natural desire of men to resist oppression in any form was dominant; they preferred the preservation of their manhood to grovelling in the dust before the Lehigh Valley company; waiting final disposal at their hands, they struck. There was no alternative. They thought as did Ben Butler years ago when he said: 'If the workingmen can be deprived of their freedom and rights by threats of starvation of themselves and their wives and their children when they act according to laws and their judgments, then they had better be slaves indeed, having kind masters, instead of being free men who are at liberty to do only what their task masters impose upon them or starve. And this question must be

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settled here and now.' And their action was the result of following their own judgments. If the company was right in refusing to meet the representatives of the men and claiming that a committee could not truly represent the sentiments of any body of men, how were three officers able to represent the stockholders of the company and consistently represent the sentiments of that body. The men surely had the same right to select representation as the company had the right to select officers. In this struggle our men were as right in their position as were the framers of the Declaration of Independence in theirs. The strike was called a sentimental one and it was, but the sentiment governing it was one of which every man may well feel proud; it was of the kind that makes men manly, independent, self-respecting and eminently honorable. The right of the men to the position they assumed was never questioned, but the most weighty arguments against the strike were the inconvenience it would bring to the public, the probable suffering it would entail upon the employees and that the conditions generally were inopportune for any such movement.' For the first objection there is but this to say: The men going on strike were part of the great public, and we know of no moral law requiring part of our people to subject themselves to indignity and humiliation in order that the remainder may not be inconvenienced. If the public ever becomes honestly exercised over such matters it may have the good sense to take some steps to adopt a remedy. Corporations have a habit of saying "the public be damned," and the public thinks it has to be because money so declares. The men engaged in the strike accepted every responsibility, and while the sympathy of the public was appreciated at its true worth they fully understood the situation and were ready to make such sacrifices as might be required of them. That the time, from some points of view, was inopportune we cannot but admit. The time of the year, the great numbers of the unemployed, the wealth of the corporation, its political influence and the fact that the majority of the men had never been in the employ of any other company, but rather looked to the Valley as their home, all conspired to make the struggle an up-hill one from the start. But there was a principle involved, one dear to every man, the one great principle upon which our country's government was founded and the one upon which it now rests, the right to representation, the right to be heard, and in the vindication of that principle they declared themselves ready

for immediate action, believing there was only one time to protest against oppression and tyranny, and that was when it presented itself. It was a great surprise to many of our papers. with corporation tendencies that there could be a strike for any reasons other than more pay or less work and in the beginning they condemned the men as fools, as unionists gone mad and complimented the company for the firm stand it had taken, but before the end of the fight they hedged and had to admit that the workingmen engaged in the battle were intelligent and thinking and considered it more important to fight for principle than money. They conceded the justice of the position taken by the men and advised the corporation to accede to the just demands of labor. Public sympathy was with the men from the start and it was never lost through any violation of law or order. The good behavior and solid sense displayed won for the men golden opinions and the best wishes of those familiar with the strike and its causes. No interference or intimidation, no destruction of property and no militia. A new record for strikes. Every man knew just what he was doing and was ready to abide by the results, and they were in the main satisfactory to the The company claims a victory, but where was there ever a strike that the company did not. The points fought for were conceded but the company claims the battle. The men, when they found they had to fight, prepared for it. They strengthened their organizations, they federated, they made financial preparation to withstand a siege, and when the time came they could not be either scared or starved into submission. Their federation was successful, for without it they would have been driven from the system. With it desertions from the ranks were few and the non-union men were inspired with the same impulses as were their union co-workers, and they staid with them to the end. The organizations are on the system to stay, and the fact has been demonstrated that one of the most powerful corporations in the world could not hold out against them when they were allied for defense and presented a solid unbroken front. The federation of the Valley men was a success because the men composing the organizations so willed it. Theirs was a common cause, they fought together and won the fight but not without some sacrifices. There are few strongholds to be taken "in the name of the Great Jehovah and the labor organizations" without losing a man. It cost the company nearly a million to arrive at a conclusion to open the office doors. Experi-

rance. 'That's bad,' he replied. 'You'll find 'em all in those files. Besides the tariffs there's 724 supplements and 1'647 amendments, in addition to 2,286 circulars that you should post up on. Then there's the special commodity rates and the modified rulings as applied to the different tariffs, and the new rulingsthere's 489 of 'em—that have appeared since the last classification was issued. After you get all those down pat, it would be well to devote a little time to the local classifications and tariffs-learn the terminal points and get the routing instructions committed to memory. Hello, there's that freight coming at last. Tell 'em there's nothing for 'em. I've got to go across the street and collect some bills-you can check out any freight they've got.' and he again withdrew.

- "The conductor walked in and said:
- "'Ask 'im if he's got anything for No. 23.'
- "I put the question to the train dispatcher over the wire, and he answered 'No' very plainly and distinctly. After a while the train pulled out, and I was looking for the 'soup ticket' to report them when the train dispatcher began calling the office.
  - "I answered and he said: "Get No. 23."
  - "'They're gone.'
  - "'Stop 'em.'
  - "'I say they've gone.'
  - "'Fetco 'em back.'
  - "'They've gone, I s---'
- "'Shut that key and go and bring that train back for orders.'

"I closed the key and wandered aimlessly out on the platform in the vague hope of seeing the agent or that something might happen. To my surprise I saw that the freight had stopped at the other end of the yard, about three quarters of a mile away. I could still hear the dispatcher calling, and knew by the vicious sound of the instruments that he was mad. Thoughts of collisions and the possibility of being responsible for a terrible accident flashed across my mind, and I started for that train on a run. The distance was greater than I imagined, and I was completely blown when I came up with it. The conductor was lying on his back under the car fixing something about the air brake. I managed to gasp out that the train dispatcher wanted him for orders.

"'Tell him to go plumb to h—' shouted the conductor, and then calmly continued his labor. As there seemed nothing else to be done I started back to the station to deliver the message and had gone but a short distance when the engine passed me backing up to the office. It was going too fast for me to board

it, so the conductor and engineer had been waiting ten minutes or more when I eventually reached the station.

"'If it's all the same to you, partner,' said the conductor with freezing politeness, 'we'd just as soon get out of here. We've got families at the other end of the run, and 'ud like to get there before they grow out of remembrance.'

"I walked into the office and told the dispatcher I had stopped the train.

"'Why don't you be all day about it?' he answered. 'There's nothing for them—it's too late to help 'em now.'

"I was afraid of the conductor when I told him this. His jaw fell, and for fully a minute he gazed at me in round-eyed terror, then rushed from the office and yelled to the engineer: 'Git a move on yerself! Git out of here before he has another fit!'

"The agent returned. He looked more careworn than ever as he sank wearily into the one chair the office afforded.

"'Well, how you making it?" he asked, and I stated so far the progress seemed satisfactory.

"Next he looked at the way bills and wanted to know if I had unloaded that cow yet.

"'No,' I answered, 'not yet.'

"'Not yet,' he shrieked. 'Great Scott, man, what does sections 4,389, 87 and 88 of the revised statutes of the United States and section 2, chapted 3 of the act of April 3 1889, say?'

"I was about to confess my ignorance but he stopped me.

"The cow was unloaded immediately. When I returned to the office he called my attention to a bill of ninety-eight cents I had collected on a washing machine.

"'You corrected that bill before you collected it, I hope?"

"'Corrected it. No. What's wrong?'

"'Oh, a mere trifle; that comes under the interstate commerce law, and by overcharging thirteen cents youv'e made us liable to a fine of \$5,000 or two years in the penitentiary, or both—that's all. See what circular 2,201 says: Agents who violate any of the provisions of the interstate commerce law will themselves be personally liable to the penalties imposed thereby. Ignorance of the law is no excuse for its violation. That's soothing, aint it? And there is a case of brandy you have forwarded to Iowa, a prohibition state. That's another misdemeanor, but, thank God, we can probably escape to the hills before the authorities get on to it.'

#### The Last Ear of Corn.

Yes, neighbor, I am poorly now, an' Jane, my wife, you know, Is gettin' mighty feeble, too, an' pale an' peek-

Is gettin' mighty feeble, too, an' pale an' peek ed, sho'.

I sometimes see the corner of her little threadbare shawl

A stealin' upward to her eyes to ketch the tears that fall;

I see them, an' I whistln, but the lurap within my throat,

In spite of all my efforts, puts a quaver in the note.

You know that to be merry, with five little mouths to feed,

A-knowin' they hadn't half enough, is pretty hard indeed;

Fur what I'm teilin you is true, as shore as you are born,

The bailiff's leveled on an' tuk the last year of my corn.

Jest lemme have your knife a bit, an' pass your plug o' weed,

An' then I think, perhaps, I may find courage to perceed.

You reckerlect that mule I bought, an' give my note besides?

Well, in the busiest plowin' time, the critter up'n died;

So then we had to scuffle roun', an' break my Jimmie's steer,

An' make out jest the best we could the balance of the year.

The drouth, hit cut the corn crap off, not half a crap was made,

It sot in then to rainin' like as if it had been

paid,
Tell what with drouth an' drowndin' an' bad

luck of every sort,
The cotton shedded half its fruit, an' turned out pow'ful short.

I promised two bales fur the rent, an' fur the mule two more,

An' 'lowed to git my eight or nine, but barely gathered four.

In consequence the cotton went to pay them what I owed,

Which left me nary cent to speed us down the New Year's road.

Yet, I'll not grumble, neighbor, notwithstandin' of this thorn,

Fur God he gave the harvest, tho' the bailift took the corn.

Yet, pardner, when the bailiff come an took that corn away,

It was the saddest, saddest time I've seen in many a day;

Fur 'twas the only grub we had, an' when 'twas sacked an' tied,

Five children knew jest what it meant, an' all sot down and cried.

Misfortunes never singly come, I think I've heered it said;

We'd been a livin' thouten meat, now we were thouten bread,

So what was left for me to do but kill poor faithful Ball,

Who'd made our crap in summer time, an' hauled it in the fall;

Who'd plough, his tongue a hangin' out, just like a horse we said,

An' pick his livin' after night when we were snug in bed.

To kill that gentle beast, that worked for us so hard,

I tell you 'twas the ungodliest task life ever set me, pard;

But poverty an' sentiment, they allus ill agree. An' so I slayed that little steer mos' like a child to me.

The children cried again, at fust, then laughed that we, forlorn,

Had now enough of meat, altho' the bailiff had the corn.

My wife had sot her heart upon a bran new

Sunday gown, But she will hafter wear the old so frazzled,

thin an' brown;

An' Santa Claus, the children thought, would come on Christmas Eve,

To fill with gimcracks all their socks before he tuk his leave;

But Santy is a restecrat, he is, fur sartin shore, A humpin' 'long to see to see the rich an' skip-

in' all the pore. Sore disappinted were they all, an' I, among

the rest,

Because I could not shoe them all, nor have them warmly dressed.

My credit, it had given out down yander at the

store.
An' till I paid for what I'd had, they'd let me

have no more;
Fur ginst me yet a balance stood, their journals to adorn,

nals to adorn,
A notwithstandin' of the fac' they'd sent an'
got my corn.

God knows I'd worked the blessed year, an' 'twas no fault of mine

That craps fell short an' notes come due an' I come out behine;

'Tis but the same old problem tried, thus solved these many years,

The landlord thrives upon the rent wet with his tenant's tears;

An' tenants they grow shiftless, pard, despair, an' try no more,

When Poverty forever stands a gardin' of their door.

Agin them as has tuk my crap, I bear no

grudge at all;
I owed it, but they might have mixed some

honey with their gall; Fur these hard times, as shore as we are settin'

on this fence,

Folks should some feller-feelin' have as well as dimes and cents. How I shall feed my little chaps, an' get along

this year, Is somethin' I have thunk erbout, but can't

make very clear.
But, yet, I'll trust the Lord of all who doth the

But, yet, I'll trust the Lord of all who doth the

An' if we're not too cussed mean, He'll care fur mine an' me;

An' then, perhaps, some day He'll take us to a better worl',
An' lead us roun' the golden streets an' thro'

An' lead us roun' the golden streets an' thro gates of pearl,

Whar Gabriel stands a shinin' thar, an' blowin' of his horn,

An' bailiffs never come to take the last year of your corn.

— William T. Dumas.

# RAILWAY AGENTS' ASSOCIATION, APPLICATION FOR MEMBERSHIP. To Officers and Members of . . . . .

Having received a favorable

certify that he is a impression of the Railway Agenta' Association, and being . I bereby apply for membership, under the jurisdiction of your division, accepted. I will support the General Constitution and General Laws of ö accepted, I will support the General Constitution and General Laws capacity . . la the the underzigued, are personally acquainted with the above applicant and co good moral character, of temperate habits, and believe, if admitted, he will if the Association I am at present employed by the . . . . . . . . . . . . . . . Post Office . . Name... Ħ 1 ÷ Total, ald Association Enclosed Feen, Company at. ö eligible to

made in January, 1893, the applicant would send \$3 00 initiation fee and either \$2.50 or

\$5.00 dues; the former carrying him to June 30, 1893, and the latter to Dec. 31, 1893. If application is made in February the amount of

dues would be 42 cents less in each case, and

so on for the year. Applications must be signed by two responsible citizens, preferably

members of the association, and must in all

cases be accompanied by the necessary funds. Where an applicant is situated within the jurisdiction of a state or local division he will be immediately assigned to the same; in other

cases he will become a member of the Grand

Division, thus receiving the full benefit of the association. A membership certificate, a traveling card, and the unwritten work of the

Association is furnished to each member, and

he is also supplied monthly with the official paper, THE STATION AGENT. There are no

assessments unless authorized by local divi-

sions for the purpose of maintaining a sick benefit fund, as is sometimes the case. The

the official paper, and to the support of the

benefit fund, as is sometimes the case. annual dues cover all expenses and entitle a member to the use of the Employment Bureau,

Association in any legitimate cause,

Further details as to the Association fur-uished upon application by R. W. Wright, Grand Secretary and Treasurer, Cleveland, O.

#### Notice.

ALL communications for the official department of the Railway Agents' Association should be addressed to R. W. Wright, Grand Secretary, Cleveland, O. This department is independent of the editorial policy of the paper, and the association holds itself responsible only for such matter as may appear in our official department. While we have the utmost confidence in THE STATION AGENT, and know that it is and will continue to work for the best interests of the association, yet we feel that it is better that its editorial policy should not be hampered in the least by any affiliation with ours or any other organization.

# The R. A. A. Badge.



ONSIDERABLE dissetisfection having been expressed in regard to the old badge of the association on account of the blindness of the design, the

Grand Division has had manufactured a new badge, which is shown herewith. It is in three colors-gold, blue and white-and makes a beautiful emblem. Buttous will be furnished. to all members upon receipt of \$1.50, and all orders should be sent to the Grand Secretary. All members should have one of these emblems.

### Dues for 1894 Are Now Payable.

Members may remit for either full year (\$5.00) or for six months (2.50). Remit as early as possible so that you may have your new traveling card by the first of the year.

All members of Grand Division should remit to Railway Agents' Association; R. W. Wright, Grand Secretary, Cleveland, O. Members of local divisions to their local division. secretary, unless otherwise advised.

CERTIFICATES AND BADGES .- The handsome new membership certificates of the Association tastefully framed in oak will be sent to any member upon application to the Grand Secretary for 50 cents postpaid. It makes an appropriate and handsome office

The official badge in form of button can also be procured through the Grand Secretary for \$1.50.

WE present to you the best railway journal in the land for one dollar per year.

# A Freight Checking System.

NR. J. B. MOCKRIDGE, freight agent of the Lehigh Valley at Pier 56, North River, New York, is the inventor of a freight checking system which is particularly well adapted for use at large stations. The work is done by a small machine of about the size and form of a sewing machine. This machine prints automatically adjacent to the description of the goods on the duplicate shipping receipt or waybill a consecutive package number, (giving each package an identity) and also, with the same operation, prints at will of the checker the depot car number designating the car into which the package is to be loaded. The checking machine also duplicates said consecutive package number, and depot car number on a paper ticket. These depot car numbers are intended merely to simplify the designation of each car which is to be loaded. A number of small lock-boxes are required, such a box being hung on the outside, and near the door of each car which is to be loaded at the station. The lock-boxes form safe receptacles for the tickets, each box bearing in large plain figures the depot car number of the car on which it is temporarily hung.

To illustrate the modus operandi of the system at a forwarding (or receiving) station, let us suppose that goods are offered for shipment consisting of two bales of dry goods for Chicago. The goods being received and receipted for in the usual manner, the trucker takes the two bales on his hand truck to the checker at the checking machine. On comparing the marks on the goods with the duplicate shipping receipt, the checker sets his machine to the desired depot car number, in this case 10, as the goods are destined to Chicago. The checker then places the duplicate shipping receipt under the registering wheels on the left of the machine and, with two quick pressures of the foot, prints car numbers and consecutive package numbers in duplicate on the receipt and ticket. The impressions are made so rapidly that the time consumed is inappreciable.

The trucker now delivers the ticket and goods to the stevedore at the proper car, in this case 10. It will be seen that by means of the ticket the stevedore is given printed instructions to stow the goods in car 10, it being understood that he is required to compare the depot car number on the ticket with that on the car before he allows the trucker to enter. It is now the stevedore's business to drop the ticket into the lock-box on car 10 and then to stow the goods.

Every stevedore is provided with a ticket punch and is required to punch each ticket before depositing it in the lock-box in order to establish his identity and responsibility in connection with the transaction. All the goods offered for shipment are treated in the same manner as above and the receipt will finally show depot car number 10 and a different package number opposite each description of goods. In due course the duplicate shipping receipt reaches the billing clerk who, having the daily layout card before him, can tell at a glance by referring to the depot car numbers printed on the receipt whether the checker sent the goods into the proper car. Presuming that the cars have been properly loaded and sealed, the final operation is to remove the lock-boxes from the car to the checker's office. The boxes are then opened, the depot car number on each ticket examined, and, if it corresponds with the number of the box in which it was found, the tickets are filed as records. At a transfer station the working of the system is exactly similar, with the exception that way bills take the place of duplicate shipping receipts.

The owners of this system say of it: "In substantiation of our claims as to points of excellence of this checking system, we would first call attention to the important element of correct loading which is insured. The checker, instead of having to keep written records. can give his undivided attention to the comparison of the marks on goods and duplicate shipping receipt or waybill in connection with his loading orders and daily layout card, which are before him at all times. Neither is he exposed to the elements, but has a comfortable booth to work in, in fact everything combined to enable him to do correct work and to make the position of checker a desirable one, and for this very reason enabling a railroad company to retain a good man in this place. The trucker is not liable to make mistakes, as his ticket directs him to the proper car, which he is not allowed to enter without the stevedore's orders. Last of all, the stevedore is also directed by the ticket into which car to stow the goods in each case.

"We have also claimed that the records enable the agent to place individual responsibility; in other words, in case of any chance error to designate the man responsible for same. The checkers' errors are discovered through his imprints on duplicate shipping receipts and tickets. The stevedore's individual punch-mark on the ticket establishes his identity in the transaction, not alone in case of erroneous loading, but also when damage

ensues through improper stowing of goods. The billing clerk is identified by his handwriting, which establishes his responsibility for passing checkers' errors.

Our next claim was that the records show into which particular car each individual package of freight was loaded, be it loaded correctly or incorrectly. If, for instance, on examining the tickets in lock-box 10 we find them all bearing depot car number 10, then car 10 was certainly loaded according to checker's orders; but if a ticket turns up in lock-box 10 bearing, say depot car number 5, we know that a package intended for car 5 was wrongly loaded in car 10. By reason of the ticket and duplicate shipping receipt or waybill controlling each other, inasmuch as they bear duplicate package and car numbers, the identity of the stray package is easily established by comparison of ticket and duplicate receipt or waybill, and if too late to make the transfer to the proper car on the spot, the 'over' and 'short' can be readily adjusted by wire without serious delay to the goods in question.

"Finally, as to economy in the cost of freight handling under the Mockridge Freight System, the operation of checking is so simple and rapid that one man with his machine can do the work of several checkers working under any of the old systems. Another source of economy lies in the fact that the truckers have to make only one short stop on each trip to receive a ticket from the checker. If the goods are weighed, as at most forwarding stations, the operation of weighing and checking together involves but one short stop of the trucker. As everyone familiar with the business at large forwarding stations knows, the frequent congestion of freight, especially during the busy hours of the day, is caused by slow checking, long lines of truckers having to wait their turn, and this generally happens at the very time when delays are costly. But the rapidity of the system here presented is such as to permit of freight being checked as fast as received, thereby avoiding these troubles entirely.

"In conclusion, there is one more feature of merit to which we wish to call attention in order to insure an appreciation of the true value of the Mockridge Freight Checking system. It is the avoidance of numberless claims incident to imperfect checking methods which permits of erroneous loading, and make it impossible for the railroad company to positively locate 'overs' and 'shorts,' this condition of affairs often resulting in loss of business in cases where shippers become dissatisfied on account of delays and loss of goods and with-

draw their patronage in favor of competing lines, even though the delinquent railroad may have settled the shipper's claim. It also inevitably follows that the anticipated decrease in loading errors means a corresponding relief of the tracing department and unburdening of the wires."

Mr. Mockridge is a member of the Railway Agents' Association, and we wish for him the fullest measure of success for his practical and ingenious invention. He can be addressed at 404 West Fourteenth street, New York City, and will be glad to furnish further information to anyone who may be interested on the subject.

# Pay Up Your Dues.

THIS issue ef THE STATION AGENT will reach members about the date of pay day, and we trust that every member will attend to the important duty of keeping themselves in good standing in the association. So much has been said in regard to dues in the past that it is almost superfluous to repeat the advice again. See to it that your dues are forwarded before the last day of January. If you can't do this, write to the secretary, stating when payment will be made, so that your name may be kept upon the mailing list of the official paper.

## The Boston Convention.

NUMBER of applications for space on the official train have come in from members. We want everyone who expects to join the party to notify the Grand Secretary at the earliest possible date. Further details as to arrangements and cost of trip will appear from month to month in these columns.

#### For Two Dollars a Day.

SLOWLY but surely the skies are brightening for the employees of the station service. It is but a few years since the question of salaries of agents has been given even a passing notice by anyone except those most vitally interested in the subject. The persistent agitation of this question by the Railway Agents Association for the past two years has brought it prominently before the railway world and the public as well, and while to many members, whose observation is confined to their immediate surroundings, it may seem that little progress has been made, yet to those who can view the situation as a whole, it is apparent that there is a growing interest among railroad officials, particularly in the traffic departments, in this subject, and that its results are being made manifest in numerous instances. A large number of agents are also operators, and we see every day in the newspapers of the country that not only is the public waking up to the necessity of a reform in this branch of the service, but that the question is receiving the attention of our law-makers as well. Here is a clipping from the Boston Transcript which is an evidence that interest in this subject is not confined to our-selves alone:

Iwo men are busy at or near a suburban railroad station, separated in their labor only by the width of the tracks and yard. One is an Italian who can speak but little English, and is employed in shoveling coal into the carts of a local dealer. He works nine hours a day, after which time he is his own master. The other man is an American. He is an intelligent man, an experienced telegraph operator, and is station agent. Sixty or seventy passenger trains stop at the station daily, and nearly a hundred more pass it without stop-He is responsible for reporting by telegraph the time of passage of every train, and for all train orders delivered at his station. In the course of a year he handles very nearly \$40,000 in cash, and is charged for the tickets in his rack, and gives bonds for the faithful performance of his duty. He keeps a cash account, looks after freight bills and way-bills. makes a daily record of freight cars left at his station, which is a junction point, giving their number and the lines that own them, their destination, hour of arrival and departure, in his care. He is expected to see that the station is kept neat and clean, and inspects the switches. Moreover, he is responsible for the fidelity and activity of one signal man and a gate tender. He works part of Sunday, and on week days may be called to his station as late as 11:40 p. m. He and the Italian coal shoveler are each paid \$2.00 a day. And yet we wonder at the number of railroad accidents due to the mistakes of station agents and telegraph operators.

The Railway Agents' Association is sowing the seed from which its members and the entire station service will reap the harvest in the not far distant future. All is being done in this direction that circumstances will permit, and if every agent in the country would lend his assistance to the work the progress would be more apparent.

# Filing of Freight Rates.

[The following letter, from the columns of The Missouri Railway Agent, we know will interest all agents, and we hope will arouse other agents to give their "plan." We shall be pleased to print any and all such.

It is a fact little appreciated by those outside the railway agent's office, how voluminous and confusing rate classifications and instructions become during a few months or years, and taken in connection with the various other duties performed by an agent at the ordinary station, such agent must be a walking compendum or must have some perfect system of reference. The greater number of rates and special instructions are used only at widely separated intervals, and then changes are constantly occurring or special orders issued from time to time with reference to some specific clause which must be recorded or memorized, and the chances are certain clauses will be materially changed a number of times without the issuing of completely revised instructions.

And when one man combines in one person freight agent, ticket agent, baggage agent, express agent, telegraph operator and general utility man, and shipments cover almost every conceivable kind of commodity to all points of the known world are presented for quick dispatch he must have an exceptional memory or perfect reference.—ED.]

The talk of filing freight tariffs has of late years grown to be one of no small moment. Ten to fifteen years ago a good sized station got along very well with half a dozen small pamphlets called freight tariffs and almost any plan of handling them would do, but in these days of hundred paged tariffs on which chapter 2 (amended No. 1) not infrequently gets ahead of the prospectus it taxes an agent's ingenuity as well as his patience to arrange them so he can instantly lay hand on any one desired. Some agents (I don't think they are R. A. A's.) dump their tariffs all in a heap and what a mighty time they have when asked for an unusual rate. And when they do finally find the rate they think they want the chances are that the tariff has been cancelled and they don't know it. Again, some agents arrange their tariffs in great volumes with indexes for each. For some purposes this is a very good plan, but in my opinion it is not well adapted to station work. It takes too long to run through your index and through a large file to find your tariff. I prefer mental to written indexes every time.

While I do not claim my plan of filing tariffs to be the best that can be devised, I think it is simple and easily handled. It is this, Separate your tariffs into two general divisions, commodity and class. Taking the commodity tariffs divide them into live stock, forest product, field product and mine product. The first will include only live stock tariffs, the second lumber, logs, cord wood, etc., the third grain, flour, hay, etc., and the last coal clay, ore, lime, salt, and other minerals. Arrange these files without reference to terri-

tory covered, simply following the nature of the commodities. In class tariffs, file so far as possible by territories. Thus, in one file I have St. Louis, Chicago, St. Paul, Kansas City, St. Joseph and Omaha, Sedalia, Carthage, jobbers and local distance tariffs. Another contains Memphis, Tenn., Arkansas aud Louisiana, another Colorado and Utah common points and Pacific coast terminals, and one for Texas and Mexico. From local distance tariffs make up a sheet showing first four classes to local points, prefixing each station with its distance, the prefix to be used for other class and commodity rates. Special commodity tariffs, denominated "I. S. Tariffs" on the Mo. Pacific, can be easily handled by making up a sheet showing commodity, station to or from, rate and authority number for rates affecting your station.

The proper time to file tariffs and amendments is today. For file covers I use old book backs of any size larger than tariffs. If this plan of filing proves useful to any one I shall be amply repaid for outlining it, and if any one has a better plan I should be pleased to see it in *The Missouri Railway Agent*.

E. N. SIMONS.

#### The Burlington is Sustained.

DECISION was promulgated Jan. 10, by the chairman of the Western Passenger Association which fully sustains the position of the Burlington Road in regard to its concontracts with the tourist agencies of Cook & Sons and Gage & Sons. It has been contended by the other roads that the Burlington was guilty of an infraction of the agreement in allowing these tourist agencies to sell its tickets at points within association territory. The chairman finds that at the reorganization of the association last June these contracts were filed with the chairman by the Burlington and were specifically exempted from the terms of the agreement. Efforts have since been made to get the Burlington to cancel these contracts, but they have been unavailing. The Burlington is willing to meet the other lines in a discussion of all the questions relating to the business, but is not willing te cancel the agreement prior to a general adjustment of all these questions. The decision justifies the Burlington in its position, but authorizes all other lines to meet its action.

Agnes—Well, I want a husband who is easily pleased.

Maud—Don't worry, dear. That's the kind you'll get.—Elmira Gazette.

DEAR STATION AGENT: We in Ontario belonging to the Agents' Association are much pleased to receive once a month our STATION AGENY, brim full of interesting railway news, and so well written as the articles all are, but we are surprised to find so little Canadian news, scarcely a word about your brothers in arms north of Lake Erie and Ontario. Probably it is our own fault in not sending you some items now and again. Railway matters in the Dominion are not particularly booming just now, the traffic is not to say dull, still dividends are not burdensome to European stockholders, if reports are correct, and the fault is assigned to "cut rates and competition." For the life of us, on the spot, we can't see where it comes in. The great cause, we think, is too many big salaried officers, and each has a dozen or more clerks to do their work, and when any curtailing is done it is on the already underpaid \$500 or \$600 man, if not off the poor track man. There is a great many changes in the personnel of the railway station staff in all our Ontario roads, agents moved about as on a checker board like a block of wood, his interests in no way considered, nor even that of the patrons of the roads. Some wire puller wants a position and it may cause half a dozen moves; one first class agent on one of our Ontario roads had to vacate his office because he could not supply cars and because he found that some shippers shipped merchandise 3,000 pounds per car under weight. The agent, for his care and watchfulness in the company's interests, was removed, and offered a small, one-horse station, and on his refusal, the company gave him a very important clerkship only, at reduced pay, and had the gall to offer it to him permanently, which he refused, and they kept him waiting for years under promise of reinstatement. Getting weary at the delay and nothing offering (no suitable opening occurring) the man resigned the ser-

Well he might after such treatment. This is a sample how good, active and faithful men are treated on this side of the line.

But I do not think our Canadian roads all act so. Good men should be sustained, or it will demoralize the profession. No honest man will shut his eyes to a fraud on his employers, even if he does only get ill will from the shipper, and no thanks from the company. Late years it seems that in railway life the only man wanted is the polished, come easy, go-easy one who can go up to the bar and have his social eye closing glass, and let the railway company he serves find out for themselves the fraud or let it go undetected; the company is

rich and it would give him no thanks, and it might mar his social tips considerably, or perhaps lose him his position. More some other time, friend AGENT, but don't forget the Canada boys.

ONTARIO.

FRIEND ONTARIO: We don't forget the Canadian boys, we send them the best we have every month; it might be better. We hope the Canadian boys will keep us informed of what transpires in the Queen's Dominion. We certainly shall be pleased to let the whole world and Mexico know how Canada conducts herself.

We want every reader of THE STATION AGENT to feel that the columns of THE STATION AGENT are always at their disposal on railway topics, or personal ideas, and personal mention of railway men. Station agents and ticket agents and other employees should bear in mind, and appreciate, the fact that this journal is especially conducted in their interests, as no other journal is. We hope to mould sentiment in their favor and at the same time to make them broader and better informed men. As a class they are bright and active, they work hard for their money, they have little time for reading, but their success depends upon their own advanced knowledg:.

We are trying to glean for you, and we want you all to give us whatever you can to assist us.

If you wanted to develop your physical strength you could not accomplish it by sitting down and looking at your fellow use the "health lift," or partake of the strengthening refreshments. If you want to develop yourselves you must think and act for yourselves, you must improve every opportunity and means and be an active element.

It is a grave mistake men make, contemplating association with their fellows, in asking "What benefit will this be to me?" they should rather question what benefit they can be to others, for only therein and thereby is self benefit obtained.

Why do men labor and toil for money and sustenance? It is that they may have greater enjoyment tomorrow. We condemn the miser that hoards his gold for itself alone, then don't let us hoard the privileges of the passing hour nor look for better things to come through inactivity, nor again make the mistake of delving in the earth for food to strengthen mind and character. We labor for gold to enhance our privileges, let's use it for that purpose, not losing sight of the fact that there are enjoyments gold cannot buy—they are the good deeds, the kind actions of the passing hour that build character.

I wish I could bring every agent out of that "little shell of an office" to touch hands with every brother agent—they would be better satisfied with themselves and their calling, they would have some corners taken off of their convictions and thank the day that the step was taken.

And THE STATION AGENT in a large measure affords you all the medium of forgetting yourselves and entering a broader field of brotherhood. Will you accept that privilege and help us?

M. G. C.

# Michigan Central is in Luck.

CINCE January 1 a very large increase has taken place in the passenger business of the Michigan Central Road. No special reason can be found for it. The extra business has not consisted of special parties or anything of that kind, but it appears to be the revival of general traffic. The increase has been large enough to require the addition of two and three extra cars to every limited train on road. This statement applies about equally to eastbound and westbound business, and might be taken as an indication of a revival of general business were it shared in by the other roads, but the Michigan Central appears to be especially fortunate in this respect. Nothing can be found in the general conditions to account for the increase.

#### Atlantic to Pacific Without Change.

Por the first time in the history of this country it is now possible for travelers to journey from the east to the Golden Gate and occupy the same car at their destination as at the start. This innovation was inaugurated January 10 by an arrangement between the Baltimore & Ohio, Rock Island, Denver & Rio Grande, Rio Grande & Western and Southern Pacific railways, and under it sleepers will henceforth be run from Philadelphia and Baltimore to San Francisco without change. The scheme originated with General Passenger Agent Sebastian, of the Rock Island, and will prove a novelty in transcontinental travel.

#### Holidays in England.

A bright book (illustrated), entitled Holidays in England, by Percy Lindley, has just been issued by the Great Eastern Railway of England describing the numerous old Cathedrals and nuns. The Tennyson and Dickins country, which are located on their "Cathedral Route" from Liverpool to London. Thuse desiring copies send five cents to cove postage to H. J. Ketcham, General Agent for America and Canada, 379 Broadway, New York City.

#### Roundabouts.

The most successful railroad official is the one who first gains the respect of his employees.

The railroad agent who refuses to be a slave to the public, had better hand in his resignation.

Why are railroad ties commonly called "sleepers?" Is it because "tired" wheels are on them so much?

You can't make an expert bookkeeper of a man until he knows the distinction between "debit" and "credit."

Cheap labor on railroads is a good deal like some of the goods on a bargain counter—cheap in price, but it comes out in the wear, and is a poor bargain in the end.

The man who sits up nights to growl and grumble at his lot, is the man who does the least labor in the daytime.

The man who dreads the most to see the traveling auditor appear, is the one whom the traveling auditor needs most to visit.

The public asks many foolish questions, but it is a foolish agent who lets a foolish public know that he thinks them foolish.

The agent who grumbles most at "red tape" on railroads, is the man whose office has the daily appearance of a gigantic waste basket.

ROUND.

#### Cured of Asthma.

EDINBURG, PORTAGE CO., O. Dec. 22. 1891.
DR. G. F. WEBB: The Electric Body Battery and Appliance I obtained from you through my uncle, Mr. S. H. French, some months ago has proved in every way to be as you represented it to me. I had been suffering with Asthma for ten years and many and many a night sat in my chair, unable to lie in bed. My aunt died from the effects of Asthma. and all efforts had proved unavailing to cure me.

I can now say, that after using your Electric appliances as you have directed that I am apparently cured. I have gained twenty-two pounds in flesh and can go to bed and sleep anywhere. You can judge what a relief this is and I only wish every sufferer with Asthma might know that you can cure them, as you have me, in six months. I am glad to give you this true statement, as can be verified by my relatives and friends.

Most gratefully, WALTER BARCLEY.

# The "Boss" Coupon Ticket.

E are in receipt of a new "Composite" ticket, the invention of Mr. F. M. Shattuc, which has many points of excellence.

First it simplifies stock records at general offices and in the agents case, as one form

covers seventy-three printed destinations while a blank line is left to insert, with pen, any destination not printed; and reducing the number of forms reduces the expense of printing. The head of the ticket is the usual form with limited contract and conditions, with lines for signature and extra destination. The coupons are the usual form between terminal stations with two rows of numbers in each similar to this "destination" coupon.

FORM 85	AIR LINE R. R.
86	Good for One Passage
87 88	On conditions named on Contract, Void if detached
2nd Fig 1st Fig	of No. 0120408789 LIMITED .of No. 0020458789 224
,	MISSOURI PACIFIC RAILWAY.
<u> </u>	ST. LOUIS
SAMPLE	To point bearing corresponding number to number indicated between single pusch marks on opposite side, Al Silb&T. Mi

DESTINATION COUPON.

On the back of each coupon is a list of destination points each having a number and across the center two rows of figures the counterpart of the figures across the center of the face of coupons so that the same figures are punched front and back. The numbers between punch marks designate the numbered destination. Thus on this sample the destination is 24 or Colony, Kansas.

1 Alton, Kan	Hermann, Mo
a Altoons, Kan	Higwatha Kan.
3 Atchison Kan -	Higginsville, Mo.
4 Auburn Neb	Holden Mo
5 Aurora, Spr . Mo	Independence, M
6 Reloit Kan	Independence, Ki
7 Blue Mound Kan	Jusper Mo
8 Blue Rapids, Kan	Jenerson City, Mo
9 Boonville Mo.	- Jewell City, Kan.
io Brownsville, Mo	Jopliu, Mo
rt Buffalo. Kan	Kansas City, Mo.
ia Burr Oak, Kan .	Kincuid, Kan
3 Butler Mo	Kirwin, Kan
i4 California, Mo-	M Lamer, Mo.
rs Carthage Mo	Larrimore, Rau,
ió Cawker Kan	Leavenworth, Ka
r Centralia Kau	Lenora Kan.
lé Chetopa, Kan	Leroy, Kan
ig Cherokee, Kan	Lexington, Mo,
to Chich Kan,	
n Clifton Kan	
z Clyde, Kan	Lincoln Mo
3 Coffeyville, Kan.	Logan, Kan
24 Colons, Kan.	Louisvitle, Neb.
5 Concordia Kan.	Lyons, Kan
26 Corning, Kan	Mankato, Kau.
27 Dunbar Neb	
28 Effinghem, Kan	Moody, Kan
29 Palls City, Neb.	Mound City, Kan
30 Foster Mo	Keodesha. Kan .
31 Frankfort, Kan	Nevada, Mo
32 Fredonia Kon .	Omaha, Neb
3 Garnett, Kan	Osborne, Kan
34 Gaylord, Kan .	Oxford, Kan
35 Greenleaf, Kan	Pacific, Mo
36 Guilford, Kan	Pedro, Mo
37 Harrisonville,	Peru, Kan

(The two diagrams should be of the same size )

There is much merit in this ticket and it certainly is not so complex, granting that it takes some time and care and skill in folding and punching, but that it can be as quickly handled as those tickets which require numerous forms to cover one railway, and consumes time in finding the one having thereon the desired destination.

Dead stock in every office is a needless waste of money, space, and record when something better is devised.

M. G. C.

# Capital and Labor.

E give below some extracts, with proper credit, of journalistic expression of opinion relative to the attitude of employer and employee. The Station Agent has expressed itself touching the combativeness of these warring factions, and it seems to us nothing so emphasizes the error of this modern warfare of strike, boycott, lockout and force which seems the fundamental principle of organized capital and organized labor, as these published opinions and comments.

That organized capital is absolutely necessary to accomplish enterprises of magnitude to benefit the public and reap any returns therefor, is an established and accepted fact. In the face of the stern opposition it must assume the aggressive however much the personal desires of its managers are to be generous, magnanimous and humane toward their co-laborers or employees.

Conditions cannot be readily or instantly changed. Organized labor meets these conditions on the other hand with like opposition, and attempts to force conclusions by opposing strength against strength. Organized labor, like organized capital, is a blessing to humanity in adding power and dignity to the individual, inspiring him to better means and measures and broader education.

Through these organizations of capital and labor the great solution is fast approaching, in placing in the hands of a few the generalship of these great forces on well defined rules of equity—the common sense of most.

The laboring or employee classes, composed of such diversified elements, must reach a point approximating uniformity of sentiment at least on fundamental principles, a point they are nearing in the present day. They must have leaders on whose judgment they can rely, and they must support their organization and its principles.

But both elements, capital and labor, will accomplish without loss of capital or manhood, greater benefits and results in hours through arbitration than through weeks, months and years of warfare.

That it takes strength of numbers to accomplish and consummate even a desire to arbitrate cannot be denied. It takes better discipline in such an army. It is, that to the well drilled and disciplined soldiers must be added education, not only in the principles sought to be established, but the maneuvers in the field. Every individual in these armies has a voice in its management, and thereby adds to or retards its forward movement.

Use force if you will and must; every battle brings you nearer to that point of understanding of their terrible waste of capital and energy, and to that time when conviction will enter your reasoning faculties that there are better ways of settling disputes. A time will come, is coming fast, when aggressiveness will give way to conciliation, when reason will supplant warfare.

From The Railway Review:

So long as labor organizations conceive it for their interests to occupy an attitude of hostility toward employers, so long will they be properly subject to the adverse criticism of all right thinking men. The Railroad Telegrapher, assuming to speak for the order which it represents, recently said:

"If you wish to assist the railroad corporations and the capitalists, do all you can against the organized classes of railroad employees. If not brazen enough to come out openly, do so in a secret manner, remembering that "he that is not with me is against me." Capitalists enjoy hearing of members reviling their chosen officers, as instead of hurting the officers it weakens organized labor."

Organized labor has its place, but that place is not in fomenting opposition between the employer and employed. Such organizations may be made of inestimable value to working men when projected upon educational or benevolent lines, but they can be, as they often are, made to work a severe injury to the laboring man because of the false statements of those who as leaders, either assumed or appointed, find their power and profit augmented by fostering such opposition. The hard school of experience is, however, coming to the rescue of the rank and file of such organizations, and this, together with a growing intelligence, will eventually relegate into obscurity the men who through misrepresentation and assurance have been temporarily lifted therefrom.

From The Railway Times:

The Railway Age makes a labored effort to discourage strikes. Listen to the wail of the corporation organ:

The history of strikes shows that as a rule they are terribly unprofitable for employees as well as employers. From an official report for Pennsylvania it appears that in the year 1892 there were twenty-six strikes in that state, of which three were successful, four succeeded in part and nineteen totally failed to accomplish their object. The number of persons directly engaged was 4,585, while the number involved was 7,414. The loss in wages to the strikers in the great Homestead strike alone, lasting about nine months, is estimated at \$1,250,000, besides which the state expended \$440,000 in maintaining the national guard at Homestead. The losses of the company and of the community from the suspension of a great industry cannot be computed, but they reached millions. All this tremendous outlay and the resulting suffering and misery were waste. No principle was established; no offsetting benefit was realized. In view of such facts as these the Philadelphia Ledger, which is recognized as a firm and generous friend of labor, says editorially: "In the face of these exhibits, with the complete failure to accomplish the desired end in nineteen of the twenty-six strikes, and with only partial success in three instances, it may be safely asserted that, as a means of redressing grievances and settling differences arising between employers and their employees, strikes do not pay in Pennsylvania; on the contrary they have brought untold losses to the public, great privations to employees and their families and serious interruption to business."

Such statements as the foregoing are eminently plausible—seemingly they carry conviction, and leave little to be said in defense of strikes. The intention is to make strikes odious, to have workingmen realize that to strike under any and all circumstances is a huge mistake, and that to never strike is the wise course, all of which is misleading. It is not a fact and cannot be verified.

Let us state the trite declaration, "A strike is war"—are all wars odious, unwise, egregious mistakes? Why not deal fairly with strikes? Nothing is lost by telling the truth. Some strikes are unwise; the same is true of some wars in which nations engage. But a war, a strike for a principle is never a mistake, never odious, never unwise on the part of those who contend for the principle, for the right, for the truth.

For centuries wrong has been on the throne, right on the scaffold, and wherever and whenever there has been an instance of a change in places, there has been a strike—war;

but right has not always won a victory. In a vast majority of cases it has been vanquished and at best only partial triumphs have been secured.

There have been numerous instances in which the right has been cloven down, because the strike—the war was engaged in without proper preparation, without proper equipment. The wrong had the largest number of fighters, was the best equipped, had the largest resources the most cash and the biggest guns. Such things have nothing whatever to do with right, truth, principle and justice; and yet because the wrong triumphs, the statement is made that it were better to let right, truth, principle, justice, liberty and independence, and all else worth living for go to the devil.

Such arguments (?) were heard in 1776, and had they been listened to there would have been no Concord and Bunker Hill, as sublime in story as Thermopylæ and Marathon. There were tories then as there are tories now who championed the wrong and would make no sacrifice for the right. Again, in 1812, there was a war, a strike; a great principle was at stake calling for money, sacrifices, blood and death; but there were tories who denounced the war, the strike, and won eternal infamy by their course.

Again, in 1861, there was a strike, a war for a principle, and again there were multiplied thousands who omitted no opportunity to advocate peace at any price and would have perpetuated the slave pen, block, whip and shackles; and now when workingmen demand justice and only justice there are those who champion the wrong and string out the figures representing so many dollars as reasons why workingmen should submit to wrongs, degradation and slavery.

But such reflections, while strictly in keeping with the logic of facts and events, are not of chief importance when discussing strikes. A strike for a principle has an influence indefinitely beyond the present, and that, too, regardless of immediate consequences to those who battle for the right. To enthrone a principle, to wrest the right from the grasp of wrong and establish justice, is for the future even more than for the present—such is the verdict of history. Viewed from such a point the question arises, what have strikes accomplished for labor? Indeed, the query could, with much propriety, include society at large.

It is manifestly true that strikes are to be credited with the reduction of hours constituting a day's work. Largely within the memory of living men, the hour's constituting a day's labor hare been reduced from fourteen to

ten, and in numerous cases to nine and eight hours. In a few instances men work eleven and twelve hours, but without controversy it may be stated that men have gained a reduction of four hours a day, or a sum total, in a year of 300 working days, equal to 120 days, or four months of 30 days each.

To accomplish this great and substantial reform, strikes were numerous, sacrifices were great and courage of the highest order was demanded. The men who fought to redeem a few hours from toil for their physical and mental benefit were denounced as agitators, the enemies of capital, of themselves and of society. They did not reap for themselves a harvest of benefits. They did reap maledictions, idleness and want, but future generations have garnered the fruits of their patience and fortitude.

We hear it announced from all quarters that men are better paid now than they were fifty years ago. Where? Why? In lands where there have been strikes for honest wages, and only in such lands. What has been the advance in wages? Suppose we average it at 25 cents a day for all workingmen, or \$75 a year; 10,000,000 workers would therefore gain \$2,500,000 a day, or for a year of 300 days \$750,000,000, and for fifty years the enormous sum total of \$37,500,000,000.

We hold, and history confirms the declaration that, as a general proposition, wages have advanced by virtue of strikes, or because demands were backed by a purpose to strike if not conceded. There may have been instances when capitalistic employers came forward and made an advance in the wages of their employees; but, if so, they have been few and far between, and in no wise affect the truth that strikes and the striking machinery of labor have won every advance in labor recorded in the past fifty years.

In this warfare for honest wages strikes have not always been successful, but taking into consideration all of the strikes, and it must be conceded that they have secured an advance of wages, and have maintained the advance.

We are not an advocate of strikes under all circumstances, nor for every demand that workingmen may make, nor are we discussing such propositions, but we assert and challenge debate, that for the two redeeming factors of incalculable benefit to labor, the reduction of the hours constituting a day's work and the advance in wages, credit is chiefly, if not entirely, due to strikes. Nor are we unmindful of the sacrifices the noble men made who contended against a powerful foe. Thousands of

them went down in the battle. But they fought for a principle, for right and justice, and won, and the toilers of today are the beneficiaries of their courage and their sacrifices, and children of toil, yet unborn, as they learn the truth of the heroism of their ancestors, will rise up and call them blessed.

HETHER it be a matter of prejudice or, as the old lady would say, "of the bringin' up," Americans universally condemn the English railway coach, with its closed compartments, and extol the American coach and . , sleeper, open and free of access. These carriages typefy the nationalities in their exclusiveness and freedom. How many crimes are committed in those closed compartment cars on foreign railways and their perpetrators are undetected; how many crimes are perpetrated in the name of royalty and the victims powerless to repel the attack on person or character. The English coach is characteristic of the English people. We believe that a change to American railway coaches would benefit those countries. We don't think them heathen, oh, no; they do not "worship wood and stone," but they do worship "flesh and blood and exclusiveness." We find some "powerful good people" among the common people of all those countries. Those that are here come to better their condition; those we meet over there are in sympathy with us. Royalty, they say-our acquaintance is limited—is composed of excellent people, and some Americans ape and worship them, but the patient school teacher of our land fills a far more exalted place in the universe than any prince.

The toilers in our factories and mills, the inventor, and every laborer and thinker who adds to human comfort and human progress, these are moving factors; they mingle with the people, feel the human heart throbs and minister to their advancement; they ride in the open coach of progress, their acts and deeds are open to all the people. The progress in this country is all along the line, a rapid gait at times, but every person can at least cherish the ambition to be great and his greatness is the open coach, all his fellows are participants.

You will say there are assumptions of royalty in finance and society in America, but it is the shadow; it has no real being; it may be shorn of its powers and assumption by the blast of public sentiment. We may make idols and worship them, but they are Kings of intellect, and they rule through our favor. A man may occupy two whole seats in a coach and the timid passenger stand, but it is more the fault of the timid.

There is no country that can compare with the *l'nited States*.

### THE STATION AGENT,

A Monthly Journal devoted to the interests of local Freight and Ticket Agents and the Railway Service in General.

#### OFFICIAL ORGAN

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The New England Railroad Agents' Association.

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 $\Delta$ dvertising forms close on the 25th of the preceding month.

month.

Correspondence on all topics connected with station, freight and ticket affairs is solicited. Subscribers and others will confer a favor upon us by promptly notifying us of any changes, appointments, resignations or deaths, and of any other news relating to above mentioned branches of the service that may come under their observation. We particularly desire the views of agents as to the duties of their positions and suggestions as to improved methods. Discussions of subjects pertaining to these departments by men practically acquainted with them, will always be welcome. Communications of this character should be addressed to the Editor, and must be accompanied by full name and address of the writer. All copy should reach this office not later than the 25th inst. to ensure publication in the issue of the following month.

Our subscribers will do well to promptly notify us of any change of address, in order that the magazine may reach them without delay. Please inform this office in case you should miss any number and we will send you another copy.

#### The Lehigh Valley.

The great battle of the "Lehigh" has been fought, won and passed into history. It was a battle for principle and vantage. A battle to demoustrate and empathize the fighting strength and qualities of organized labor and organized capital. Who won? Both sides who lost? The contestants, the public, the business interests of the country and the families of the laborers. Both contestants lost in the matter of public sentiment toward a cause born of selfishness and intolerance.

The capitulation which came at last, in a small measure attones for the mistake, while it emphasizes the fact that arbitration on the outset might have saved precious lives, much suffering and inestimable loss. It has been said in criticism that "the employees should not have attempted the enforcement of their claims in these times of financial disaster." There is an element of truth therein, but there

is a whole truth in this: They should not have fought at all.

Why did they? Because conditions forced them to do so, conditions and surroundings. from which human reason has not released humanity. The officials of the railways are not children, but men chosen for superior judgment and intellect. They must acknowledge that there are better ways than strife and contention; they offer as a partial excuse that labor and its leaders are unreasonably aggressive, while they (the officials) know that both sides are animated largely by the same desire to establish rights and emphasize strength. Everyone knows the trend of human argument; know the vast difference in the abilities of individuals to comprehend complex problems, and that unselfish friendly conference would explain, soften, and often adjust differences. When you commit personal violence or offer forceful argument you arouse all the unreasoning passions of resistance. "Many principals have been established through war and bloodshed in the past," you say. Admitting it, we ask, would not larger measures of advance have been better and more firmly established through kindly, friendly united effort, a concession of the inherent good and an acknowledgment and elimination of the wrong? Ah, well, we are pleased to note the great advance in the mode of modern warfare. There were no death-dealing weapons used and the contestants are allowed to live to profit by their errors or their gains. The advance along the line of right and truth is fast, perceptably so, through reasons of modern war measures.

THE STATION AGENT compliments the officers of both factions and their forces for their manliness, as well as their humanity, in the strife and its final settlement, and we hope both factions feel repaid, if not for the loss they have sustained, then at least in the experience they have gained, the lesson they have learned.

Organization is far more beneficial and essential in maintainance and assistance than in resistance or combat.

Humanity first organized the family for maintainance, the tribe for maintainance, combat and resistance, the Nation for all these, and equal rights and conquest. Creeds and societies were the outgrowth of a desire to give strength to all the principals and vantages of the past, adding thereto mutual assistance and education.

The individual has slowly developed the understanding and conviction that his greatest good comes through the advancement of allithat selfish acquirement results in only a tem

porary vantage that ultimately serves to emphasize its inherent wrong and destruction.

#### Deflance of Law.

It seems that for several moons there has been a fierce war of rates in the Central traffic territory. Like the evasion of the liquor law, the front doors have been closed in accordance to legal requirements, the curtains drawn and everything seemed tranquil, but the favored few—those who sought to evade the law—have been admitted into the little back door and have been having a banquet.

The history of railway agreements in the past seem paralelled in the present, under federal law which was supposed adequate to control the law breaker and protect all interested.

In the past railways entered into agreements to maintain rates; the weaker and irresponsible lines, who were foremost in proclaiming the benefits to be derived from mutual maintainance of rates or pooling earnings, have had their men in the field offering concessions while their representative in convention was advocating the agreement. How many times at the end of a pool contract has the debtor under the agreement refused to settle balances?

It was supposed the Interstate Commerce law and its commissioners would control the railways and equalize and correct these differences. How much of honor and honesty there is in the present cry of "stop thief" we cannot fathom, but it seems that that the law does not control the railways and that secret evasion on the one hand have led to the open avowal of an intention to violate it on the other. It seems that the law is either weak in its provisions or in its enforcement, and the railway which has resolved to violate its plain provisions and has so announced feels that it had rather test the law than to suffer under it.

If the law is weak—as it seems to be—there is no surer or better way than to test it openly, this will compel those who have opened the back door and those who entered to participate in violation of the law to present their defense; it will enforce some action on the part of the commissioners; it will demonstrate the strong and weak points of the law and possibly correct them; it will decide, probably, the question whether railway managers are amenable to the law which they violate either secretly or openly.

It is a question, decided by people who profess to know, with one eye closed, that a violation of law is not so much in evading its provisions as in being caught and condemned.

The Interstate Commerce Commission have been condemned by the railways for attempting to enforce the provisions of the law and by the public for inactivity, or inability to enforce it. The railways have been largely benefitted by certain provisions of the law which they the have, at least, used as a cloak, but at last the issue is made fairly and openly by Manager Newell of the L. S. & M. S. Railway, who has notified the commission that under existing conditions he cannot comply with the provisions of the law. By reason of secret evasion on the part of competitors who thereby obtained unfair advantage and made rates to suit the moment, without giving such rates publicity, Mr. Newell claims the L. S. M. S. lost many large shipments, in fact, were practically forced out of the field. It seemed that that the Interstate law was too slow to meet the emergency or protect the L. S. & M.'S. Railway.

What the actual "back door" facts are will probably be evolved in this defiance of the law; if not, the law had best be abrogated or amended to fit practical results.

It will test and establish the strength of the law, the ability and prerogatives of the commission, the powers of the federal government, the rights and obligations of the railway corporations and their officers. There is no corporation better equipped, nor no manager better qualified to "carry the war into Egypt" than the L. S. & M. S. and Mr. Newell. Just what this company has done secretly to meet the competition during the past year is not given the public to know; but that they have had the strongest underhanded competion throughout their entire territory for years is no secret among railway men and the public. It is also well known that Mr. Newell has been very conservative in his policy, and it is presumed that when the "war opens" he has counted the cost and outlined the campaign to its finis, and whatever its outcome it will be decisive.

The Cleveland Press of Jan. 15, has the following:

President Newell of the Lake Shore has issued his defi to the Interstate Commerce Commission and will run his road without respect to the wants and wishes of that body. In a recent interview, he said that his line had faithfully maintained all requirements of the law until further endurance was impossible. Competing lines were cutting rates on the quiet and violating every compact of the law for controlling commerce. In self-defense the Lake shore road was driven to making open rates to meet its rivals' secret ones. These

were changed so rapidly that it was impossible to give three days' notice. He also stated that he would meet all rates, and practically told the Interstate Commerce Commission that it would not be asked anything about it. As representative of the Lake Shore road he was going to run the road and its traffic to suit himself.

When the Erie started its rate-cutting war on freight out of Chicago, the Lake Shore followed close in its wake. President Newell is said to have sent back in response to the inquiry of a message to the effect that rates were being changed so rapidly that it was impossible to give any notice of changes. The Lake Shore has taken an aggressive position and has practically challenged the commission to a contest of rights.

#### A Lesson of Experience.

MHE synopsis of the seventh annual report of the Interstate Commerse Commission giving, first general observations, then touching the general administration of the statute, cases decided, informal complaints, hearings and investigations, cases in court, long and short haul clause, pecuniary embarrassments of railways, limitation of rate reductions to competitive points, connecting and continous lines, overcharges, relation of lake and rail transportation, safety appliance legislation, uniform classification, private [car lines, and recommendations, give to every citizen of this Union food for reflection. This is the conclusion reached through experience of actual conditions mathamatical.

Do you as laborers or citizens ask yourself, or as an official or governing body, ask the underling, "Of what interest is this to the ordinary everyday laborer or employee?"

We are sorry to say that this sentiment exists and is very strong. It is the sentiment that has prevailed throughout all the past to keep the slave in ignorance. There can be little wrong in fact or law when in this great republic every citizen knows his rights and privileges and exercises them.

And the trend of the times is toward supplying statistically proven facts—problems simplified and readible by all who will give a few moments time to their reading.

It behooves every citizen of this republic, and especially those engaged in railroad work, to keep abreast of the times. It is a duty they owe themselves and their country, and its importance cannot be too strongly emphasized or urged. What has been in the past mystic, unknown, experimental, is being reduced to

a fixed and readable form and propositions proveable.

The spirit of opposition that has attempted to wall in and exclude facts—business secrets—is being overthrown and in its place a desire to tear down the walls and let in the light and give that greater impetus to advancement which comes from mutual and systematic effort.

Let us say to our readers: Statistical reading may be "dry"; it may be uninteresting as a whole, but in it all every one will find something elevating and interesting. It is like the hard work that tires the muscles but which must develop them, giving greater strength.

There are conditions to overcome which seem mountans, weighty, impregnable, insurmountable—but we will never penetrate them, or cross them, by sitting at the base complaining. There are calculations to make that will assist us, and we must adopt the best means within our reach and the future will develop better through present effort.

Don't belittle your abilities because you are in a humble capacity—don't assume or arrogate the right to dictate supreme power, or to use such power to suppress or retard effort if you hold governing prerogatives your own success—taking the most selfish, narrow view of life's aims and objects—are advanced by generous effort, or dimmed and dwarfted by acts of oppression and suppression.

These are not words of vaporous sentiment inapplicable to human conditions; every mind can comprehend them as principals unperishable.

Don't spend a moment of doubt or despondency because something is beyond your comprehension, use that time in developing that which is within reach. The more you delve in the storehouse of knowledge the more you will find unknown and appreciate the inexhaustable storehouse of pleasure to come. Don't miss the golden moments to enlighten and explain to your less fortunate brother those qualities and quantities known to you. You will find he has values in return, and the combination will add its wealth to alike benefit both.

#### Malaria.

A method of treating the most stubborn and refactory cases of malaria, suggested by an Italian physician, M. Xibilla, consists in the hypodermic injection of quinine until it produces an abcess. The theory of this treatment is that an abcess draws to it all the infectious germs in the system and annihilates them by means of its suppuration. An artificial abscess would thus naturally sorve to drain from the blood the organisms which cause malaria. Dr. Xibillia had tried his method upon several patients with malarial complaints that had resisted all ordinary treatment, and it is reported he has obtained excellent results from his singular but not unscientific treatment.— Exchange.

#### Dun's Review, Railroad Earnings Dicember.

MHE gross earnings of all roads reporting for December to date is \$12,802,775, a loss of 13.7 per cent. as compared with last year. The loss is about the same as indicated by the earlier returns for the month. The aggregate of all roads reporting for the periods mentioned is given below:

				1893.	1592.	Per Ct
75	Roads,	4th week	Nov	\$9.411,252	\$10,461,664	-10.0
67	Roads,	ist week	Dec	. 6,622,761	7,819,025	-15.5
50	Koads,	2nd week	Dec	. 6,180,014	6,998,714	-11.7

In the following table roads reporting for periods mentioned are classified. The the periods mentioned are classified. gross earnings for this year are given, together with the percentage of loss:

ROADS.	ist week Dec.	2nd week Dec.
	1893. Per Ct.	1893. Per Ct.
Trunk Lines	\$1,297,635 - 13.6	\$1,154,864 - 16.4
Other Eastern	206,218 - 12.5	116,628 - 3.4
Northwestern, wheat,		577.955 - 22.0
Western, corn	691,589 — 9.6	646,056 5.3
Other Western		455.569 - 15.7
Southern	1,951,409 - 84	1,957,219 - 7.5
Pacific	1,066.910 — 10 6	r,043,367 — 8.5
mate 1		

Compared with November, the Trunk lines and other Eastern roads report a larger per-centage of loss. The Trunk line freight rate war has something to do with this. Seldom has a freight rate war affected so many classes of freights. The freight movement is larger, and has been still further stimulated by cut rates, as will appear below. The following table shows for the periods mentioned the East bound shipments from Chicago this year and last; also the number of loaded cars received and forwarded at Indianapolis, both years, and at St. Louis this year:

Chicago E	ast b'd.	Indiana	polis. S	t.Louis.
1 <b>80</b> 3.	1862.	1893.	1892.	1893.
Tons.	Tons.	Cars.	Cars.	Cars
Dec. 2 45,452	81,481	15,121	18,011	25,263
Dec. 9 62,266	<b>7</b> 7.183	15,248	19,568	29,421
Dec. 16 80,661	78,443	16,430	18,051	• • • • • • • • • • • • • • • • • • • •
Dec. 23	*****	•••••	•••••	20, 249

For St. Louis the figures are for the week ending Thursday. The number of cars received from the West this week was 7,005, from the East 7,246; forwarded to the West 7,866, to the East 7,135 The number of empty cars moved at Indianapolis last week was 4,169, The number of empty cars against 4,233 last year. The movement of freight covers about the same period as that

for which gross earnings are reported.

At Indianepolis the increased business is largely in grain and grain products, much of it for export. The West bound tonnage at Indianapolis is light, particularly in the low class freights, such as nails, glass, coke, or iron structurel work. The calls for empty cars indicate a heavy East bound movement of grain the next two or three weeks. Shipments of cotton Eastward continue heavy, and not in many years have the shipments of live stock East over Indianapolis lines been as heavy as the last month.

Railroad News. — The Vanderbilt roads have declared their usual dividends. New York Central reports a surplus for the last six months of the year of \$264.300, against \$349,972 last year. Lake Shore reports a surplus for the year of \$286,729, against \$268,839 last year,

and Michigan Central and Canada Southern

\$1,538,000, against \$1,485,000 last year.

Columbus, Shawnee & Hocking. — The stockholders of this road have voted to consolidate with the Sandusky and Columbus Short Line. The consolidated company will be known as the Columbus. Sandusky & Hocking. There will be issued \$10,000,000 of five per cent. gold bonds, \$5,000,000 of 5 per cent. nonaccumulation stock, and \$5,000,000 common stock.

Trunk Line Freight Rates.-There have been additional reductions in rates East from Chicago. The joint committee of the Trunk Lines are considering irregularities which have crept into the passenger rates since the closing of the World's Fair, and when this matter has been disposed of the settlement of the freight rate troubles will be taken up

Chesapeake, Ohio & Southern.—The control of this road has been sold by C. P. Huntington to the Illinois Central. This sale includes in no way the Louisville & Nashville, and there is some doubt as to just what the position of that company is.

Reading .-- An appeal for proxies, to be used against the present management of the Reading at the coming annual election, has just been issued in favor of Isaac L. Rice for president. The answer of the receivers to the petition for their removal has been filed. The charges are denied, and the action of the receivers defended.

New York & Northwesteru.—The plan of reorganization of this company contemplates the issue of \$6,200,000 four per cent. 100 year bonds, principal and interest payable in gold and guaranteed by the New York Central, secured besides by a mortgage covering all the property of the New York & Northern Railway Company.

#### The Atchison Failure.

MHE Cleveland Sun and Voice says: "A disastrous year for railroads, as well as for for many passengers who rode on them, was 1893. Seventy-one roads, representing about one-eighth of the railway mileage of the country, passed into the hands of receivers. Of all these failures the downfall of the Atchison, Topeka & Santa Fe probably created the greatest financial sensation. The road has been a favorite with foreign investors, and its collapse has considerably impaired their faith in American securities. The Atchison system has over 9,000 miles of track and has had an immense influence in the development of the It fairly gridirons the state of Kansas, and its ramifications embrace such widely separated centers us Chicago, St. Louis, Galveston, Guaymas, on the Gulf of California, Los Angeles, San Francisco and Denver.

Mr. Joseph W. Reinhart, the young president, and one of the receivers of the road, is the author of the famous Atchison reorganization in 1889, by which the various branches of the line were amalgamated. He came to the road as an expert railroad accountant, having served in that capacity with striking success under the receiver of the New York, West Shore and Buffalo railroad. Mr. Reinhart's plan for reorganization was not only accepted, but he was promptly made fourth vice-president and general auditor of the Atchison. In 1891 he was elected first vice-president, and when President Manvel died last winter he was

placed at the head of the system.

Mr. Reinhart was born in Pittsburg fortytwo years ago and has been in the railway business since 1869, starting in the office of the Richmond and Alleghany road in July of that year. After being auditor of that road he went to the West Shore and afterward to the Lake Shore. Mr Reinhart introduced many economies in the Atchison system during the past year, but says the road was unable to cope with the general business depression, which reduced its earnings to such an extent that it could not meet the January interest on its

Senators Plumb and Pomeroy were prominently identified with the early history of the Atchison line, which was established on the old Santa Fe trail. It was originated by Colonel Cyrus K. Holliday, one of the founders of the city of Topeks. He drew up the charter and procured its adoption by the territorial legislature in 1859. The first twenty-eight miles of the road were completed in 1869, and the system was opened for business in February, 1873.

#### Railroading.

IS there promise and incentive in railroad employment to the young man who enters the ranks as an apprentice? Are the higher offices so often filled by family favorites of the wealthy stockholder or director as to discourage those whose recompense is largely a future hope?

We overheard a conversation in which the clerk of a large corporation spoke of the employees of private corporations-mentioning the Standard Oil Company-and mercantile houses advanced the salaries of good and competent men in various departments and kept them there and strengthened and perfected that department; whereas, in railroading a man may stay in one position for years at the same salary, his only hope promotion, or perhaps an offer from some other party whereby the company is forced to advance his salary or lose his services.

General officers are too often more exercised as to their cash recompense and, in fact, with few exceptions, do they know the value of men in inferior positions, as the salary making power is too far removed from the employing heads of the department, and the act of retrenchment in expenses must bear lightly on the officials, whose salaries are exhorbitant in most cases, and be borne by the laborer who is in a measure powerless, but whose salary scarcely suffices to give him moderate necessities. These are matters for the boards of directors, who know absolutely nothing regarding them.

That salaries of those who hustle for revenue should, in a large measure, be based upon the amount of revenue they brought their companies would go far toward creating larger ambition and profit to the corporation. A greater knowledge by officials of the labor and energy of the subordinate and promotion or increase of salary would encourage the good men and weed out the drones.

It is a mistaken idea that family relations are largely the recipients of the favors, the best positions. A few of them may be found, and where they are they meet with universal condemnation, but the largest portion of the general officers of all railways are men who have come up from very inferior positions. The greatest portion of the officials are men with large hearts, but the precedents and the conditions of their positions make them appear tyranical.

There is a prevalent idea that familiarity breeds contempt; that a display of personal friendship between official and employee will be taken advantage of by the employee, and that reserve is the prime element of com-Men must dread the awful presence of the official in his dignity. But this idea is erroneous on the part of employees and foreign to officials as a class, while there are the usual

"exceptions to all rules."

There is as much chance for promotion today as there ever has been. The forward look of life is much longer than to look back over the past. Those holding official positions today will tell you of the discouraging outlook to themselves when they were on the lower rungs of the ladder. The rules that govern business houses and private corporations are of a different class and origin. The employees of the latter are closer to the governing heads, their worth can be more readily estimated in dollars and cents. What remains for the railroaders to do is to study their own situation, keep constantly in mind that the best interests of their corporation are their own. If they have grievances, present them in a gentlemanly, businesslike manner. Or the various associations and brotherhoods, through their representatives can more effectually condense and summarize the needs of a class. They will find the majority of officials open to conviction and disposed to justice. There is nothing accomplished by sitting down and complaining to your neighbor. Do not shirk an unpleasant duty or slight your labor because it is commonplace and menial.

STATE OF OHIO, CITY OF TOLEDO, } ss. LUCAS COUNTY,

Frank J. Cheney makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOL-LARS for each and every case of CATARRH that cannot be cured by the use of HALL'S CA-TARRH CURE. FRANK J. CHENEY.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

SEAL

Notary Public.

A. W. GLEASON

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free. F. J. CHENEY & Co., Toledo, O.

Sold by Druggists, 75c.

ly jarred into consciousness of the fact that his wife was referring to machines, not to operators, and that somehow he had made a serious mistake.

\* \* A Worcester, Mass., ticket agent and his wife visited the World's Fair and left the enfant terrible of the family at home. Shortly after their return the youthful Sammy was at school, when the question of the Fair came up and the affable teacher questioned the scholars. We will let the Worcester Spy tell the rest of the story:

"And what did they bring you, Susie?"

"A spoon, and it had on it, 'Souvenir of the Fair."

Teacher looked over the smiling faces and observed Sammy, evidently waiting his turn.

"Did your mother and father go to the Fair, Sammy?" she asked.

"Yes, marm, they brought me a big silver spoon."

"What words were on yours?"

"'Palmer House,' marm.'

This anectdote will have a pleasing significance for certain members of the R. A. A. who attended the Jacksonville convention.

\* \* A certain railroad friend of mine who lives not a thousand miles from Cleveland rejoices in the possession, if such a term may be used in this connection, of a fascinating and buxom better half. I introduced another railroad man into the family and he was deeply impressed with Mrs. ——.

"What do you think of her?" I asked, as we came away.

"She would make a dandy widow," was the sententious reply.

I agreed with him, but Mr. ——— is unfortunately healthy at the present writing.

\* \* ' In these days of train robberies the following from the New York Weekly will be appreciated by travelers:

Palace Car Porter (out West)—"Don gub me no fee, sah, till we gets to de end ob de trip." Passenger—"Very well. Just as you prefer." Porter—Yes, sah. You see, dese train-robbers always goes for me fust; an' ef I ain't got nuffin', dey say de passengers ain't got nuffin', and goes off."

\* \* \* Our Hebrew friends are compelled to stand the brunt of many witticisms at their expense. Here is one of the best I ever remember to have heard:

Rothschilds: "Vell, doctor, uf I've got to die I die gontendet. My life vas insuret fer one hundred tousand tollers."

Doctor: "I think, with the aid of tonics, I

can keep you alive for a week longer."
Rothschilds: "Donbt do it, doctor, der bremium comes due der day afder tomorrow."

\* \* \* Those of us who have made the usual good resolutions for the first of the year,

will appreciate the following clever little jingle from the *Memphis Scimitar*:

Sing a song of penitence, A fellow full of rye; Four and twenty serpents Danced before his eye. When his eye was opened He shouted for his life; Wasn't he a pretty chump To go before his wife? His hat was in the parlor, Underneath a chair, His boots were in the hallway, His coat was on the stair. His trousers in the kitchen, His collar on the shelf, But he hadn't any notion Where he was at himseif. When the morn was breaking, Someone heard him call, His head was in the ice-box, And that was best of all. DR. QUILLS.

#### Ready to Yield Much.

MHE Illinois Central Road is for peace. It is willing that the demands of the Alton for more equality with it in the matter of landseekers' excursion rates should be satisfied. At the special meeting of the Western Passenger Association, to be held Jan. 11, it will offer no objection to the Alton or any other of its competitors being accorded the right to meet its competition in regard to landseekers' excursion rates by applying similar rates to points in territory which may be regarded as competitive with that of the Illinois Central south of the Ohio river. It will not, however, consent to forego any of the rights it now possesses in the way of making such rates or to put the business in question under the Western Passenger Association territory. In the conduct of that business it has to compete with all the Chicago and Ohio river lines, and to place its business under the agreement while theirs is free from it would be to place it at a very great disadvantage with them. Its business south of the Ohio river has never been under any western agreement and there are no special reasons existing now why it should be placed under the agreement. A settlement of the difficulty must be reached in some other way than by extending the scope of the agreement.

#### Both.

Wife (bitterly)—You deceived me when you married me.

Husband--I did more than that. I deceived myself.-Tit-Bits.

We present to you the best railway journal in the land for one dollar per year.

the really beautiful railway station. Right in front of us, in the Piazza Acquaverde, is the white marble monument of Columbus.

I should scarcely agree with America's favorite story writer that this is the "weakest possible monument"; perhaps he revised his own opinion on further inspection; still, it is a disappointing monument, and does not do justice to our 1893 idea of its illustrious subject.

Columbus, rather youthful-looking, with a skull too large for his body, stands bare-headed, while America, a wild-looking creature, with feathers in her hair, kneels at his feet. Allegorical figures representing Wisdom, Religion, Geography and Strength—a rather incongruous quartette—sits around Columbus on the corners of the pedestal, and bas-reliefs representing scenes in his life ornament the pedestal beneath the great navigator's feet.

Though the reputed birthplace of America's discoverer, Genoa is remarkably poor in memorials of him. The alleged house of his birth is fifteen miles outside of the city walls; and over this place, in spite of certain bold and confident inscriptions, there hangs the shadow of an unpleasant doubt. In the Palazzo del Municipio, or city hall of Genoa, are two letters of Columbus, which as curiosities dispute for the palm with the violin of Paganini, treasured in the same place. Even voluminous Bædeker directs us to few other memorials of the greatest of Genoese, and we have to feast our eyes on the wonders of art and nature that he doubtless saw.

These old marble palaces doubtless rose, tier above tier, in his day as they do today. The magnificent Gothic cathedral of black and white marble towered above the narrow streets and rung out its joyful invitation to worship in 1493 just as it does in 1893, for it was built in the eleventh century, and for eight hundred years has called men to prayer and praise.

But above all, when we climb to the heights of the beautiful public garden of Acqua Sola, do we, almost beyond a doubt, view the very scene that inspired Columbus' youthful ardor to dream of new worlds that he might discover.

There are few more beautiful parks in the world than this. A winding path follows a bounding brook up a hillside charmingly embowered all the way in green, and banked with flowers. At every "landing place" that the hillside affords are grottos for birds and beasts, which have almost as much freedom as in their native lairs, and far more beauty of surroundings. At last, after a fifteen minutes climb by brook and crag, and clift and bosky dell,

nestling in the bosom of the hill, we come out upon the top. At our feet are stretched the roofs of the stately city, whose palaces swarm up the slope, while off in the distance stretch the far, mysterious waters of the mediterian.

What generous, imaginative youth, even if he were no geographical genius, could look unmoved on that lovely scene? What boy could gaze seaward without desiring to know more of the undiscovered land beyond? Surely not Columbus, and I can see him in my mind's eye, a slender lad on that hilltop, shading his eyes with his hand and gazing off toward the distant, unknown sea.

As we turned our eyes landward again, they rested on a sight that brought us back to the nineteenth century, and transported us to Chicago, for at the foot of the hill a new electric car was evidently making one of its trial trips. A great crowd of people surrounded it, and eagerly watched it as it made its way up and down the hill, for electric motors were evidently a new thing in Genoa.

After all, if we want to learn of Columbus we will follow the suggestion of the electric car and go to America, for there we can find more about him and of all that he discovered in a day than we can learn in a lifetime in the city of his birthplace.

In these days all roads lead not to Genoa, not even to Rome, but to Chicago. In Cairo we heard of a great caravan of donkey-boys and camels going to Chicago. In Beirut we saw another ship load of Arabs, Arabian horses and dromedaries going to Chicago. In Japan we have seen porcelain and Cloissonee ware; in China, carved ebony and sandalwood; in India, ivory and brass work; in Jerusalem, olive-wood and mather of pearl; in Constantinople, amber and Oriental rugs; in Italy, glassware and mosaics; in Australia, gold nuggets and black bushmen with their boomerangs—all going to the Magic City of the Western plains.

So not in the Old World that gave Columbus birth, but to the New World, which he discovered, and which is now discovering him, to that New World will we go, to find out all that we wish to know of the great navigator and his exploits.

San Sebastian, Spain.

"No matter how good a man a woman gits" says Uncle Mose, "he ain't half de man dat de feller was she didn't git. De fish dat gits away is allus de biggist in de pond."—Indianapolis Journal.

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#### THE MANNER OF SOCIAL PROGRSSS.

BY ANSON URIEL HANCOCK.

A wind rushing through a forest carries destruction in its wake; the savage recognizes the breath of evil in it; but in the sun's radiant beams which gives life he seems to see good. His mind is too dark to know that the sun also is a destroyer, the hurricane a builder. Thus primitive man felt in storms, cold, disease and death the presence of some evil, personified as a fell spirit; light, warmth, health, life, were of good, the blessings of gods. Hence opposing deities—good and bad—or many good and many bad deities. Later these opposites in nature are personified becoming mythological demons and gods.

As civilization advances good becomes, in common estimation, the general, the collective, the aggressive principle; evil, on the other hand, is the individual, the selfish, the conservative. Good is the positive, the drawing pole of the social magnet; evil is the negative, the repellant.

As individual man advances in acquired learning and reasoning intelligence, he finds himself farther away from two fundamental evils-dullness and ignorance; he is more differentiated than primitive man-nearer the good, farther from all plainly recognized evils of criminal nature. As he advances in morality he finds himself farther away from his inherited animal nature, which he easily recognizes to be an enemy of his spirit and strives to hold in proper subjection. To change now suddenly from his acquired moral and spiritual nature to the brutish, gives him conscious uneasiness, causes him a shock. Good he feels to be a laying aside of his animal nature, evil as a yielding to it.

Now these terms, as heat and cold, are relative; for there is nowhere an evil that is not inherently a good, nor a so-called good which does not include within itself some of the destructive elements of evil. The enemy of the rock is frost, which causes it to fall in pieces; but soil, a good, follows from the erosion. Throughout nature the principle holds true.

Turning to society, individualisms is seen to be ever at war with socialism, the latter being an enemy of the former because it takes away some supposed natural liberties, restricts the individual in his environment. Wherefore the individual will ever seek to wrest from organized society all of liberty he can. This activity of individualism becomes a reorganized evil, because destructive of society; which means the destruction of the

individual, for the unit in such a case must perish—there is no progress in it. Therefore, recognizing that protection and advancement must come from collective strength and energies, man, reluctantly at first, yields some of his personal liberties to organized society, just as wolves or pigeons collect in pack or flock. He yields these personal liberties for the comfort of family life, for neighborhood and social benefits, for country. And the higher the civilization, the more intricate, diverse, complex, do all these various relations become; the less of personal liberty is there for the individual.

But the two principles are opposed, at natural and eternal enmity, and so readily the relations either way shade into recognized good or evil. Hence, sociological ethics never remain through the generations at a standstill; the land chosen by his vasssals to protect them will turn his delegated powers into vested rights and become oppressions, his individualism becomes tyranical; the millionaire, though aiding great institutions, performing gigantic undertakings which only aggregated capital may accomplish, will be very apt to grind the faces of the poor did not a public sentiment spring up to hold him in check. The corporation tunnels mountains, lays wires under the seas, but becomes in the end the Molock of destruction to small capital and individual enterprise, so that the individual must needs resort to the creating of constitutional majorities to overthrow his oppressor.

Thus society will be seen to travel year by year toward one or the other of these extremes-towards socialism or individualismand will throw down tomorrow a law it sets up today. The powers which individuals as such give up to government come back either in added blessings or curses; usually blessings at first until corruption creeps in. In all society, as in nature, there is the tendency to throw up social mountains and then to look for agencies with which to level them. Barons become rapacious, then kings are set up and strengthened in vested, inherited rights to protect the people against them; the people in time take back the prerogatives of their kings and form democracies to overthrow centralized power which has become autocratic. Then first they learn that powers yielded by individuals to kings, governments or society, are rarely given back, save through revolution. Thus individuals often give up

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personal liberty for supposed immediate gains, which in the end form a yoke. Radicals and conservatives will exchange places as tyrants, each in turn, and only by waring elements and opposing principles is the social atmosphere purified.

Progress is, therefore, seen to result from these waring principles and interests. It is the slowly growing plant to which the good sun gives growth and the evil wind strength. It is the towering mountain and the level plain, not the mountain or plain alone, for the total aunibilation of mountains would leave a riverless desert. When society approaches too near equality it becomes primitive; where land is free, flint-stones free, birds and beasts free, where shadowy tribe boundaries alone exist and only beads, canoes, wigwams and dogs are recognized as property. Civilization places wheel within wheel, little governments within big governments, and puts up barriers often difficult to climb.

Against this growing class rule, these social distinctions, a minority element advocates a tearing down: because every function assumed by government, or right acquired by a class, taken away from the people. But the complexity, the building up process, is never destroyed save for a day; without complexity life were a jelly-fish. Wherefore the extremes of individualism and of socialism became in turn the good and evil principles of society, according to the amount of oppression in each at any given time.

From these general principles the deduction follows, that every effort to legislate away a supposed public evil must in time result in the birth of new evils, of a new catagory of crimes, always for a while of less pronounced and aggravating nature than the present evil. Passing a usury law will prevent Shylock from taking his pound of flesh where securities are good, but the poor man thereafter pays a higher usurious rate. A new crime is enumerated on the statute book, for now the usurer is a quasi-thief. Society in the end gains something, for new laws defining new recognized evils educate the masses to look upon that as dishonest which before was regarded as merely "sharp practice." This education comes from the agitation by minorities.

All class legislation is at first a benefit; but the result finally, in the hands of unscrupulous men, gives public burdens and the obnoxious inequalities must be planed down by determined minorities.

Equalizing legislation brings about popular benefits; but after this has had a term it is found that a species of slavery may grow up in it and new interests begin to clash, demanding new lines of legislation which are so far away from old lines, but all the time there is a direct evolutionary social gain.

The extremist must ever be accorded a place in the social economy, even though he fills a larger place in argument than in effect. The sudden application of any extreme political theory, would nearly always entail a long train of public disasters. In every public ill the extremest sees a sure cure by the simple application of some theory, often losing sight of the near remedy for one more remote, and failing to see that it is only by the slow assimilation of many theories that lasting changes are wrought. Argument is usually with the minority, safety with the majority; progress is the slow adaptation of the social fabric to the theories and ideals of the few, even though millions of ideals are like flies in summer with never a practical application.— Relegio Phil. Journal.

#### INGERSOLL'S POEM OF LIFE.

Born of love and hope, of ecstacy and pain, of agony and fear, of tears and joy-dowered with the wealth of two united hearts—held in happy arms, with lips upon life's drifted font, blue veined and fair, where perfect peace finds perfect form-rocked by willing feet and wooed to shadowy shores of sleep by siren mother singing soft and low-looking with wonder's wide and startled eyes at common things of life and day-taught by want and wish and contact with the things that touch the dimpled flesh of babes-lured by light and flame and charmed by color's wondrous robes-learning the use of hands and feet, and by the love of mimicry beguiled to utter speech-releasing prisoned thoughts from crabbed and curious marks on soiled and tattered leaves - puzzling the brain crooked numbers and their changing, tangled worth-and so through years of alternating day and night, until the captive grows familiar with the chains, and walls, and limitations of a life.

And time runs on in sun and shade, until the one of all the the world is wooed and won, and all the lore of love is taught and learned again. Again a home is built, with the fair chamber wherein faint dreams, like cool and shadowy vales, divide the billowed hours of love. Again the miracle of birth—the pain and joy, the kiss of welcome, the cradle song,

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drowning the drowsy prattle of an innocent babe.

And then the sense of obligation and of wrong—pity for those who toil and weep—tears for the imprisoned and distressed—love for the generous dead, and in the heart the rapture of a high resolve.

And then ambition, with its lust of pelf and place of power, longing to put upon its breast distinction's worthless badge. keener thoughts of men, and eyes that see behind the smiling mask of craft—flattered no more by the obsequious cringe of gain and greed-knowing the uselessness of hoarded gold and honor bought from those who charge the usury of selfrespect-of power that only bends a coward's knees and forces from the lips of fear the lies of praise. Knowing at last the unstudied gesture of esteem, the reverent eyes made rich with honest thoughts and holding high above all other things-high as hope's great throbbing star above the darkness of the dead-the love of wife and child and friend.

Then locks of gray and growing love of other days and half-remembered things—then holding the withered hands of those who first held his, while over dim and loving eyes death softly presses down the lids of rest.

And so, locking in marriage vows his children's hands, and crossing others to the breasts of peace, with daughter's babes upon his knees, the white hair mingling with the gold, he journeys on from day to day to the horizon where the dusk is waiting for the night—sitting by the holy hearth of home, as the last embers change from red to gray, he falls asleep within the arms of her he worshiped and adored, feeling upon his palid lips love's last and holiest kiss.

#### THE DYNAMITER AND THE EDITOR.

The religious editor of THE STATION AGENT sat at his carved desk of antique ebony and reflectively nibbled at the end of a lead pencil. All well regulated journals have religious editors in obeyance of a custom handed down from the days of Guttemberg, when the church took more interest in secular affairs than it does now and sort of set the fashion in a good many things in its own peculiar way. Our religious editor was in a "brown study," metaphorically speaking. An important question was revolving itself with rapid gyrations in his mind-whether it were better to strike the cashier for a small advance on the week before last's salary, or hang up the man around the corner for the price of the required amount

of spiritual nourishment. The question was still unsettled when the office door opened and a stranger glided into the room and stood before his desk.

"Are you the boss?" he asked in a hoarse whisper.

"Well, not entirely, but a-h, perhaps I can attend to you. Everyone else is out," was the conservative reply.

The visitor plunged both hands into his side coat pockets and drew forth a revolver large enough to kill an elephant in one hand and in the other an ominous looking package closely resembling a dynamite cartridge, or a stuffed sausage.

"I want \$5,000 and I want it quick. I know you have it in the safe, for I just saw a man pay his subscription, and besides with your large circulation this is a mere bagatelle. Hand it out or I'll scatter your brains on the wall paper and blow this entire establishment so high that the fragments will fall in the next county."

The religious editor gasped for breath, caught it and his composure at the same time.

"Five thousand, eh? Better make it six. Just as well, old man, you know." And he smilled affably.

The dynamiter stared and hesitated. "No, five thousand, and be quick about it. It's money or die for both of us."

"See here, doctor, I'll bet you ten dollars you don't dare shoot, another ten that you don't dare drop that package if it's really got dynamite in it, and ten dollars more that it isn't dynamite. Don't mind making it another ten that you lose all your bets. See? I'm no Jay Gould on earth a second time and I haven't seen five thousand dollars, all at once, within the last five thousand years. Old man, you're'a rank bluffer. Go way, you annoy me," and the religious editor started to write, with an expression of pious disgust upon his face.

The sanguinary stranger was staggered. This was his first experience in a newspaper office and he may easily be excused for being somewhat astonished.

So I don't get the five thousand and we both die, do we?" he interrogated, but a little more feebly than at first.

The religious editor looked up again with an air of pain and enuui. "What, still here? No, not a five thousand, and the only man around here in danger of sudden death is someone that looks like you. Look here, mister man, if you fool with me much longer there'll be a funeral at your house within a day or two. You'll be there yourself, but you won't know it. You haven't got any dynamite

or any nerve and your gun's not loaded. Go 'way, you are annoying me in business hours."

"One minute more, young man, and you and I will appear together before that awful tribunal—."

"Yes, you're right," interrupted the religious editor. "It'll be an awful tribunal for you. You'll get six months and \$100 fine and you go there mighty quick if this old game is kept up much longer."

The dynamiter began to appear ill at ease and nervously fingered his revolver and alternately eyed the editor and the package of alleged dynamite. But still the bomb did not fall and the revolver was inactive.

The religious editor continued: "Now let's be reasonable. This is a good game, perhaps, in a bank, but not here. It might work with an advertising agent. In fact, I'll mention it to our advertising manager. From the way business has been of late, he needs a gatling gun and a pocket full of dynamite to get a contract. Go rob a bank, and if you win come back here and I'll put you onto a sure thing. You'd better get out of here and put up those things or someone may come in and there'll be a row in which you will play a conspicuous and personally unpleasant part."

At this juncture a step was heard on the stairs outside. "Hurry up," urged the religious editor, "likely enough it's an officer. They frequently come here. Get those things out of sight."

The subdued anarchist hastily thrust his bomb and pistol in his pockets and glanced with nervous and sheepish apprehension towards the door, which opened a moment later to admit a brisk looking stranger, who addressed the religious editor without delay:

"Ah, Mr. Smith, glad to find you in. Have called several times before. You know you promised to let me have something on that note, which is now considerably overdue, you know. I really must insist on your being a little more prompt. These are hard times and—"

"Certainly," responded the religious editor with unwonted alacrity. Then turning to the now thoroughly abashed dynamiter he remarked pleasantly, "Ah, Mr. ah, u-m-m, will you please let me have that tenner, you know, on that little deal of ours. You see, I need it today, or wouldn't mention it."

The dynamiter breathed hard for a minute. There was a smile on the lips of the religious editor but an unpleasant look in his eye. With trembling fingers he drew a ten dollar ill from his pocket and handed it over.

"Yes, thanks. Just credit on the note, Mr. Bjones. Good day. What, must you go." (to the dynamiter, who was stealthily stealing out in the rear of Mr. Bjones). "Well, call again," and the religious editor turned to his work.

The sanguinary stranger walked to the street, looked up at the building, drew a long breath, softly whistled and remarked: "Well, I be d—di—" The closing invocation was lost in the close shut teath, and with a face which spoke utter disgust, he simmered down the street, while the wind softly murmured a lullaby through the whiskers of the policeman on the further corner.

#### THE GREAT REVOLUTION.

By REV. H. L. HASTINGS, Editor of the Anti-Infidel Library and of *The Christian*.

It is not easy to realize the changes that have been wrought in human life and human opinion within the period covered by history. The things that are differ so greatly from the things that were, that we seem to be in a new world.

There was a time when captives taken in war were slaughtered or enslaved; and when the conquering of a nation meant the deportation and captivity of its population, who were carried away never to see their homes again.

There was a time when mighty monarchs were represented, as in the paintings in Egyptian tombs, clutching their captives by dozens by the hair with one hand, while with the other they raised their weapons to destroy them.

There was a time when, even in imperial Rome, with all its wealth and culture, a man could kill his wife if he pleased, and no one had a right to interfere or ask questions.

There was a time in Rome when single individuals held as many as ten thousand slaves, and when a master could do just what he pleased with a slave, his power being absolute and unlimited, to torture, mutilate, or kill them, if he chose.

There was a time when in Rome no man possessed of five thousand dollars could will his property to his wife, his daughter, his mother, or any female relative, unless it was a vestal virgin from the sacred altar.

When we look on the world today, imperfect and sinful as it is, we can but see that a great revolution has been accomplished. How has this revolution been brought about?

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There are various answers to this question. Some say it has been by means of evolution, by human progress, development, and the spirit of the age; but these statements do not sufficiently discriminate.

The barbarities and infamies of which we speak are not peculiar to any race or age. We find them amid the splendors of Egyptian civilization, amid the beauty of Assyrian architecture, amid Babylonian wealth and magnificence, amid Grecian art and culture, amid Roman physical and intellectual supremacy; and in connection with the highest type of civilization then known all these horrors and other nameless infamies were found.

"But such things have passed away with the advance of ages."

By no means. There are lands and peoples today just as barbarous and as infamous in their lives as those people were eighteen hundred or twenty-five hundred years ago. Time has not wrought these changes; they have been wrought by the Word of God and the gospel of Christ.

Men talk about the "dark ages." When were the "dark ages"? Outside of the light of God's revelation the ages are as dark in the nineteenth century as they were in the ninth.

Nor does civilization regenerate communities. China has had civilization for ages, and yet Bayard Taylor declared that the exceptional depths of human depravity witnessed in his own country were only the dead level of common life in China. Undoubtedly there are excellencies in Chinese character and ethics; but it was not until the summer of 1889 that an imperial decree was issued forbidding a man to murder his own infant daughter, under penalty of sixty strokes of a bamboo!

The truth is simply this: the great revolution has been wrought by the gospel of the Son of God. Wherever this gospel has gone it has changed society, government, and law, by changing the individual, and renewing the personal lives of men. It has not been a matter of latitude, or longitude, or chronology, or nationality. Wherever the gospel of Christ has not gone, there barbarism, cruelty, and iniquity prevail; wherever the gospel of Christ has gone, the great revolution has occurred. It has not been the result of force, or power, or government; as may be seen from the fact that where Christianity shines the brightest, still governments may be corrupt, and national infamies may be perpetuated by governments. which are abhorrent to true Christians, and even to the heathen themselves; as, for example, the opium traffic in China, and the drink traffic in Africa. In fact, one of the greatest

obstacles in the way of changing and uplifting the nations is often the unrighteous conduct of governments which are professedly Christian.

The great revolution has been wronght in individual hearts and lives. Men who were once vile, debased, polluted, hateful, and hating one another, are changed by the Word of Truth, by the power of God, and by the energies of the Holy Spirit, until the lion becomes a lamb, and men who were "like natural brute beasts, made to be taken and destroyed," come to wear the meekness and gentleness of Christ, and adorn the doctrine of God our Saviour in all things. Such men are the light of the world, and the direct light which they shed, and the reflected light which beams from their example, and pervades communities and nations, humanizing and restraining them, and shaming their vileness and their iniquities, is another proof of the divinity of that Saviour who was made flesh, and dwelt among us, and in whom was fulfilled the promise made to Abraham, "In thee and thy seed shall all the nations of the earth be blessed." The blessing has come; happy are they who accept it and enjoy it.

Boston, Mass.

Mrs. O'Tool—',So Pat is dead at last. Oh, he was a foin man at sickness."

Mrs. McNamee—"Yis indade, poor Pat. He wos workin' in the sewer and tuk cold, and niver was well after that at all."

Mrs. O'T. (mournfully)—" Yis, sure it was the last sickness that kilt him."

#### WANTED!

Wanted: Men—
Not systems fit and wise,
Not faiths with rigid eyes,
Not wealth in mountain piles,
Not power with gracious smiles,
Not even the potent pen;
Wanted: Men.

Wanted: Deeds—
Not words of winning note,
Not thoughts from life remote,
Not fond religious airs,
Not sweetly languid prayers,
Not love of scent and creeds
Wanted: Deeds.

Men and deeds—
Men that can dare and do;
Not longing for the new,
Not prating of the old:
Good life and action bold—
These the occasion needs,
Men and deeds.

—Duncan Macgregor.

Rubber Stamps 5c each.
Wm. A. Bell, Mfgr., Bolivar, Mo.

#### DAWSON.

Dan Dawson-whose body was put in the earth on the day these words are writtencould not, nor did he ever, live in this contemporary world. Those strong shoulders and limbs of his, his brawny neck and massive skull, did indeed, serve to make his being sensible to us; but between his spirit and its environment there was established no community of interests and sympathies. His profound vitality was nourished from deep sources, which have remained unchanged by the varying fashions of existence, and are the same now as when Homer sang, and Moses saw God in the bush. He was, therefore, a stranger among us; a man whom we did not understand, because he moved in what, to us, was a "Fourth Dimension" of intellectual and emotional space, and who did not understand us, because we, feeding on phantoms, appeared ourselves phantasmal in sight. Love was the only medium through which he could reach any of us; and yet, hearty and whole as was the fire of his friendship, there was often in the recipients of it a feeling that did he know them better he might love them less; did he not first endow them with his own conceptions of loveliness he would not find them fair. The truth probably was, that he loved their better selves, and by the spell of that love called their better selves into manifestation. But to go with him in anything but outward companionship and good-fellowship was difficult and arduous, - a constant drain upon higher and broader sympathies than we are wont to afford. Few men could have faced Dawson successfully with the gloves, in the use of which he was so expert and formidable; but fewer yet could have returned him good and sincere exchange for the thoughts and preceptions which were supplied to him from the remote and lonely nursery of his spirit. Amidst the buzzing of the clubs, the clangor of the iron mills, and the roar of the streets which he frequented, he was a solitary, trying pathetically to translate our vague echoes into veritable words, and our unsubstantial pantomime into faithful act. He felt, but did not comprehend, the failure of his effort, and perhaps was led to embrace a species of Fatalism, or questioning of the validity of Divine Government because he had fallen upon a passing day of emptiness and noise. He would rather believe that men are helpless victims of necessity than that they voluntarily betray their ideals.-Julian Hawthorne, in January Lip-pincott's.

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#### BUREAU OF JUSTICE.

One of the many Chicago institutions that attract the interest of strangers because of their philantrophic nature, is the Bureau of Justice, which for the past six years has been fighting the legal battles of those unable to defend themesives. The bureau is strictly a philantrophic institution, supported by voluntary contributions, and should not be confounded with so-called wage collecting agencies. In its work of protecting and defending the poor and friendless in their rights it has during its existence handled in the neighborhood of 20,000 different claims. It has had nearly 1,800 cases in the court, covering the entire field of civil and criminal practice. It has looked after hundreds of mortgage cases and has collected nearly \$450 coo in wages. It has prevented thousands of poor people from becoming the victims of injustice, and in that way has saved a vast sum of money to the community. The work this year, it is announced, has increased at least one-third over that of any previous year. This and the stringency of the times compel the Bureau of Justice to appeal to its friends and well-wishers in the community for their subscriptions, which may be sent to J. C. Stirling, president, 1060 Rookery Building, or Joseph W. Errant, agent and attorney, room 718, 56 Fifth avenue, who will also furnish reports of the work on applica-

#### THE ORIGIN OF LOVE.

The poetical account that is given from Aristophanses of the origin of love explains the old idea, which still survives, that every soul has somewhere its peculiar mate and explains also the tribulations that occur in finding it. According to the poet-philosopher there were once three sexes, descended from the sun, earth and moon, and each had a duality of heads, arms and legs. But the beings so endowed were round and revolved about with the facility of a Fourth of July fire-wheel.

In process of time they grew so fierce and powerful that Zeus was put to his wit's end to know what to do with them, as they attempted at one time to storm heaven and overpower even the gods. He did not wish to destroy them outright, so he directed Apollo to cut each of them in two, which was done, and thus the number of human beings was doubled. Each of these half beings continually wandered about seeking the other half. And when they found each other their only desire was to be reunited by Vulcan and never parted again.

And this longing and striving after union is what is meant by the name of love. As the separations that necessitate this union were made in heaven, we can now see why all perfect matches are supposed to be ordained there. The iil-assorted and irritable ones are those that spring up without knowledge and in a haphazard fashion, where two halves that never belonged together are yoked unequally.—Waverly.

Farmer A.—"How much did you get fer yer 'taters?"

Farmer Be.—"Wal, I didn't get as much as I expected, and I didn't expect I would."

This is the time of year when the poet gets his wife to pour ice-water down his back and jingle sleigh-bells while he works up a Christmas poem.—Puck.

PLENTY QUICK, HO GAN.

Him name b'long Ho Gan,

Char Ho Gan .

An' him plenty quick man;

Him ta jin.

Him pull lil' iron stick-

Ah, ya! Oo-o-e!

In Buf'lo plenty quick!

T'ien!

Heap lot man Lochester be, Wait lil' bit big choo choo, see! Hah. Him plenty big; lil' man Plenty yellow button, him say: "Hi-lo, Ho Gan."

Hah! Can't see Lochester—him gone by.
Plennty dirt in Chinaboy's eye.
One mile, thlee mile, ten, 'leven mile—
Man yellow button, him plenty smile.
Heap quick, Ho Gan.

Choo-choo's "hoo-oo-oo" makes him Chinaboy What for man say "him pletty slick." [sick. Made'um mile thirty-two seconds— Chinaboy alle same in Buf'lo heap quick!

"Goo'-boy, Ho Gan!"

Him name belong Ho Gan, Char Ho Gan.

An' him plenty quick man;

Him ta jin.

Take him Chinaboy to Cantong— Seven thousan' mile plenty quick— Thlee days on big choo-choo—him 999'

T'ien!

YUET SING LEE.

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CLEVELAND, O.,

#### PERSONAL.

We shall appreciate "personals" sent us for this column-promotions, changes, personal mention-from any quarter.

We especially desire every general office to place THE STATION AURNT on their mailing list for all circulars, that we may keep fully informed.

- Mr. G. F. Goodrich has been appointed station agent of the Nor. Pac. R'y at Livingston, Mont.
- Mr. G. B. Edwards has been appointed station agent of the Nor. Pac. R'y at Stillwater, Mont
- Mr. J. R. Williams has been appointed relief agent of the Nor. Pac. R'y at Whitehall, Mont.
- Mr. J. A. Mayes has been appointed station gent of the Northern Pacific R'y at Springdale, Mont.
- Mr. Burr Finnell has been appointed traveling passenger agent of the St. Louis South-Western in Texas.
- Mr. W. J. Carter has been appointed agent at Flatford, Fla., for the S. F. & W. R'y, South Florida Division.
- Mr. Frank Roe has been appointed station agent of the Nor. Pac. R'y at Prickley Pear Junction, Mont.
- Mr. A. A. Poland has been appointed commercial agent of the Chicago, Peoria & St. Lous at St. Louis, Mo.
- Mr. S. H. Lattimer has been appointed freight agent of the West Shore Route at Ilion station, vice A. E. Shineman.
- Mr. A. H. Pickard has been appointed agent of the West Shore Route at Spraker's station, vice S. H. Lattimer.
- Mr. W. H. Richardson has been appointed agent of the S. F. & W. R'y at Istachatta, Fla., vice F. H. Morgan, transferred.
- Mr. E. P. Martinere has been appointed agent of the S. F. & W. R'y at Pemberton, Fla., vice J. L. Seibert, resigned,
- Mr. W. G. Penney has been appointed freight agent of the West Shore Route at Coxsackie station, vice W. H. Pattinson.
- Mr. F. D. Kellogg has been appointed ticket agent of the West Shore Route at East Buffalo station, vice Chas. E. Thomas.
- Mr. C. J. Nicholson has been appointed ticket agent of the West Shore Route at South Schenectady station, vice A. H. Pickard.
- Mr. W. R. Busenbark, late traffic manager of the Chicago Great Western, is now with Baldwin Bros., bankers and brokers, Wall street, New York.
- Mr. J. H. Clabaugh has been appointed agent of the South Cala. Ry. at Anaheim, Cal.

- Mr. Clabaugh is an enthusiastic member of the R. A. A. away in the sunset land.
- Mr. J. F. Norris has been appointed general freight and passenger agent of the Cumberland Route, in place of Mr. T. C. Sturgis. Headquarters, Brunswick, Ga.
- Mr. L. Merritt, division freight agent of the West Shore at Buffalo, N. Y., has been appointed division freight agent at Syracuse, N. Y., to succeed Mr. C. L. Van Woert, promoted.
- Mr. D. B. Keeler, general freight and passenger agent of the Fort Worth & Denver City, has been appointed to succeed Mr. F. Wild, resigned, as assistant general freight agent of the Union Pacific at Denver, Colo.
- Mr. O. P. McCarty will, it is said, retire from the position of assistant general passenger agent of the Baltimore & Ohio Jan. I to devote his entire time to the Baltimore & Ohio South-Western, of which he is general passenger agent.
- Mr. H. E. Pilcher has been promoted to the office of acting general freight agent of the Jacksonville Southern. A. A. Poland succeeds Mr. Pilcher as general agent in St. Louis. The office of assistant general freight agent has been abolished.
- Mr. P. H. Goodwyn, chief clerk in the office of General Freight Agent Polk of the Gulf, Colorado & Santa Fe, has been appointed assistant general freight agent of that road, with headquarters at Galveston, Tex. Appointment took effect Dec. 25.
- Mr. C. F. Zimmerman, formerly assistant general freight agent of the Denver & Rio Grande, and afterward general agent of the Atchison, Topeka & Santa Fe at Denver, Col., has been appointed commercial agent of the Union Pacific, Denver & Gulf at Denver, Col.
- Mr. James Morton, who has been local ticket agent of the Burlington, Cedar Rapids & Northern at Cedar Rapids, I.wa, for twenty-one years, has been appointed general ticket and passenger agent of that road, with head-quarters at Cedar Rapids, to succeed Mr. J. E. Hannegan, resigned.
- Mr. W. W. King has resigned as city passenger and ticket agent of the Chicago, Burlington & Quincy at Chicago to accept the position of freight traffic manager of the Chicago Sugar Refining company. Mr. King has been in the service of the C., B. & Q. for twenty years, beginning as an office boy in passenger department, and has been city passenger and ticket agent since 1888.

#### In 1896, What?

MOUCHING the duty and privilege of the workingmen, which is none the less the duty of every citizen, we agree with the editor of "The Trainmen's Journal" when he says:

"It is becoming more and more evident with the fading of time, and the coming and going of political conventions, that the workingman of the United States can have little hope of receiving aid from either one of the great political parties. Promises are rife with each recurring campaign as to what this or that party will do to uplift the laboring classes. The star of hope is held aloft until its radiance fairly dazzles the eyes and numbs the senses of the laborer, but that is all. The campaign over, the star goes a glimmering, as do all the fond anticipations of those who have blindly followed its bright scintillations. The politicians, uplifted through the power of his franchise, feeling safe in their political positions, have no further use for him, and the politicians "turned down" owe him nothing. The door is closed against him, and while the victorious leaders are banqueting inside, the workingman stands hungry and shivering on the portal. He was invited to the "house raising," but his name has been omitted from the list of those who partake of the feast following the "house warming." **Politicians** argue that it is a long time between campaigns and the workingman, ground as he is to his task, is possessed of only a short memory. They argue he is a good easy-going fellow and can be cajoled into following their lead when the glare and glitter of another 'spell binder' season is placed before him. And they are more than half right. In fact, the past has demonstrated that they are wholly correct in their estimate of this great American voter. The only break in this monotonous method of following your leader' has been the almost humorous manner in which he has changed leaders. Like the pendulum he swings back and forth. Good times and unparalleled prosperity drive him from the party in power, and stringent times and financial panics, not in any sense the product of the party he has just elevated to position, cause him to unhesitatingly kick them out. Here is a paradox, a most ingenious paradox and it could only be perpetrated by the workingman, the great important factor in American politics, the holder of the destiny of the nation, who can dispense smiles and tears to politicians as his moods will. In state and national gatherings of workingmen of late, these idiosyncracies have been more fully discussed than ever before, and it has been explained that the only salvation of the toiler is to strike for his rights at the ballot box, not blindly, as he has too often

done, but with his eyes wide open. He must study the conditions that confront him. He must put aside all passion and prejudice and calmly judge the promises of the existing political parties, and if he finds in one of them the principle for the establishment of which he has been struggling and can be convinced that the politicians really mean what they say, it is his duty to vote with that party. If neither party will give him the relief sought he has his remedy in independent action. While there should be no necessity for action of this character, while it would be wholly unwise and unnecessary to add to our political institutions the cumbrous and expensive machinery of another party, the workingman, if he persists in his, at least foolish peregrinations, will soon find himself driven to it. He cannot long follow in the path of his past actions and still retain his manhood. He must learn to think and to bring to his thoughts tangible results or a serfdom worse than the slavery of ante-bellum days will be his lot and he alone will be responsible for it. The next national election is still some distance away, but already the rumbling of the great artillery wagons of the opposing political parties strikes our ears like distant thunder, as they are being drawn up into line of battle. The generals, the colonels, the captains and the little non-commissioned officers are giving and receiving orders. The pickets are out, the skirmish line is being thrown into position and there is a grim determination on both sides, which indicates that in 1896 a battle royal is to be fought. As the armies draw nearer and nearer, the color bearers of one party will hold aloft the bright flag of 'protection,' and meeting them with exultant step will proudly come those who carry the standard of 'tariff for revenue Since the war of the rebellion the United States has had the highest tariff of any country in the world. The workingman has had ample opportunity to judge of its beneficent features. He has worked under its operations for three decades, but at the last national election he declared in most emphatic terms his disapproval of the system. The opposing party was brought into power and for the first time in nearly half a centary was given control of all departments of the government. The party is pledged to a radical change in the tariff, looking toward ultimate free trade. In the legislation which is to be the outcome of the present session of Congress the pledge will be kept. The people will be given a lower tariff, a tariff for revenue only. Will this policy fulfill the promises made to the workingman? If it does, his duty in 1896 is clear; if not, what? Can he be depended upon to outline a course of action which will tend to the betterment of his condition? Perhaps he can, but he must be more honest with himself than he has ever been in the past. He must cultivate consistency; he must be more of a patriot and less of a partisan. He must put aside strife and bickering and labor hon-estly and intelligently along the lines which justice and his own conscience tell him to be right, and the result will be the dawning for him of a brighter era of peace, prosperity and happiness; an approach, at least, to the long hoped for millenium."

# THE STATION AGENT.

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## ONE DOLLAR

From January, 1894.

New subscriptions received previous to January will entitle subscribers to November and December issues.



WE OFFER.—For forty (40) new subscribers sent us by any one person previous to April, 1894, we will furnish a Hall Typewriter (improved), in an elegant black walnut traveling case. The selling price of these Typewriters is \$30.00.

For fifteen (15) new subscribers sent us by any one person, previous to July, 1894, we will furnish a Crown Fountain Pen. These are gold pens and rubber holders, the selling price is \$4.00. Or, in case of failure to secure the full number of subscribers we will allow ten per cent, commission on number secured.

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The election of officers resulted as follows: President, D. S. Wagstaff, Michigan Central, Detroit, Mich.

Vice-president, Sid. J. Gates, Louisville & Nashville, Cincinnati, Ohio.

Secretary, H. C. Holabird, New York, Lake Brie & Western, Cincinnati, Ohio.

Executive committee: J. H. Word, of the Texas & Pacific, was chosen the next orator. F. D. May, A. G. Sherman, Colonel R. F. Beasly, J. A. S. Reed and A. J. Shaw.

Sergeant at arms, Herman Holmes.

Remember the patrons of the Nickel Plate Road can take a through car for California after March 1st, weekly.

#### Facts to Remember.

The Evening Telegram says that the West Shore railroad is at present conducting a wonderfully large passenger business, much of which is due to the desire of the public to enjoy some of the finest river scenery in this country. On the principle that fast time and good service are the only things that draw in this age, the company now runs fast trains frequently between this city and Buffalo. In addition to this, a vast amount of money has been expended in ballasting the roadbed and making it smooth for fast running. Talking with a gentleman who has traveled extensively in Europe and America, and whose habits of observance are proverbial, a Transcript reporter was told that there is no railroad in the world the route of which runs through a country giving such a panorama of beautiful scenery as does the West Shore. Beginning with the perfect river and mountain scenery along the Hudson River and ending at the great Cataract of Niagara, the eye sees one endless picture of changing, beautiful and in-teresting views. The interest of the traveler is not allowed to flag for an instant. There is not for any distance along the 10ad any deep cuts to hide the views presented, and if the road had been constructed for the express purpose of viewing nature in its most favorable aspects, it could not have been built for that purpose any better than it is at present. For the purpose of viewing the Hudson alone, the gentleman advises all to make the trip, either up or down, on the railroad. It is preferable, if in warm weather, to go up on the boats as far as Newburgh and return in the evening on the train, as the road is then perfectly shaded from the heat of the sun by the hills and mountains, which rise above the river on its western shore.

## California Reached Easily

Via the weekly through car which will run over the Nickel Plate Road after March 1st.

WE present to you the best railway journal in the land for one dollar per year.

### PERSONAL.

We shall appreciate "personals" sent us for this column — promotions, changes, personal mention, from any quarter.

We especially desire every general office to place THE STATION AGENTON their mailing list for all cirlars, that we may keep fully informed.

D. B. Kibler has been appointed agent of

the S. F. & W. R'y at Pemberton, Fla.

Mr. M. Crown has been appointed agent of the S. F. & W. R'y at Donnellson, Fla.

Mr. Late Le May has been appointed agent of the Northern Pacific Railway at Cinnabar, Mont

Mr. Thomas C. Farrell has been appointed agent at Webster station on the West Shore Railway.

Mr. George M. Crocker has been appointed auditor of the Detroit, Bay City & Alpena R. R., with headquarters at Detroit, Mich.

Mr. R. G. Stone has been appointed general freight agent of the Georgia Southern & Florida, with headquarters at Macon, Ga.

Mr. W. N. Price has been appointed traveling passenger agent of the Canadian Pacific for Illinois, Iowa, Wisconsin and Missouri.

Fred Wild, Jr., general freight agent of the Union Pacific, Denver & Gulf, has been appointed temporary general passenger agent.

Mr. N. A. Faulkner is acting agent at Plant City, Fla., S. F. & W. R'y, vice H. H. Dickey, temporarily relieved on account of ill health.

General Agent F. C. Helm has been appointed purchasing agent of the Toronto, Hamilton & Buffalo, with headquarters at Brantford, Ont.

Mr. E. W. Hiner has been appointed general agent of the Ohio Sou. R'y Co., with headquarters at Lima, Ohio, in charge of both freight and passenger traffic.

Mr. H. A. Johnson has been appointed assistant general freight agent of the Union Pacific, with headquarters at Denver, Col., in place of Mr. Fred Wild, Jr., resigned.

General Freight Agent I. M. Fleming, of the South Bound railroad, has been appointed division freight and passenger agent of the Florida Central & Peninsular, with headquarters in Savannah.

Mr. E. C. Sheldon has been appointed paymaster of the Lake Shore & Michigan Southern, with headquarters at Cleveland, O., in place of Mr. T. S. Lindsay, transferred to other duties.

Mr. H. F. McFarland, formerly the local freight agent of the Chesapeake, Ohio Southwestern railroad, has been promoted

drowsiness. In about an hour back came the east bound conductor on foot. They had come together, but no one was hurt. A load was lifted from my heart. I could stand dismissal or anything so long as I had not caused a fellow being suffering. In a few moments we saw the caboose lights—the west bound engine was not injured, and was pushing in the east bound train. The pilots of the engines were smashed and some twenty odd bumpers broken—nothing more.

To show the peculiar combination of circumstances. Previous to this time an order had been issued that all holding orders must be addressed to the operator and watchmen (or operator and agent.) The despatchers thought it useless and had abandoned it of their own accord. Had our watchman had the order all would have been well. Then, again, engineers had received an order to screen their headlights when waiting on a siding. The west bound engineer was a new man; had he been an old one he would have known he could not have seen the headlight on our siding around a sharp curve; but the engineers had abandoned the screening of headlights, and while both trains saw each other for a long distance, each supposed the other on a siding (there was a siding east of us a few miles where there was no office,) and so they came together.

Had I been the regular night man whose duty was to keep the red light full and trimmed, I would not have taken it for granted that it was all right and set it out without a thought, there being little or no oil in it.

Whenever I read of an accident now I wonder if there is a combination of circumstances all culminating at one time. I was called to the superintendent's office, with all interested, for the investigation. I told my story—all others were exhonorated, after a lecture to engineers and despatchers. I was "laid off" for a week, but have never forgotten the hour I passed in dread uncertainty of "what would happen,"—"how is it going to end?" The trainmen who stood about me when all was known and saw me handle the key and take the messages, said I had nerve, but they didn't know how I felt "inside." I don't want any one to experience the "sensation."

More anon, GRIMES.

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Rubber Stamps 5c each.

Wm. A. Bell, Mfgr., Bolivar, Mo.

## Financiering.

XTRACT from the annual report of the Massachusetts Railroad Commission:

"The Connecticut River road was leased January 1, 1893, for the term of 99 years to the Boston & Maine. The lease in this case guarantees the payment by the lessee of 10 per cent. annual dividends to the stockholders of the lessor company. This rate is not without precedent in leases made some years ago. In the light of more recent railroad and financial experience, it is an extreme, not to say an excessive dividend rate to guarantee on the stock of any railroad company for a century to come. If justifiable in any case, it could be only where the leased road was possessed of an extraordinary earning capacity or an extraordinary surplus—one, if not both. On the day of the execution of the lease in question, by evident prearrangement of the parties, a dividend of 50 per cent., amounting to \$1,290,ooo, was made to the Connecticut River stockholders. The dividend was paid by issuing to the stockholders 10-year 4 per cent. scrip bonds—thereby creating a funded debt against the company equal to one-half of its whole capital stock. It goes without the saying that an issue of bonds to pay a stockholders' dividend is contrary to good practice and to sound principles of corporate financiering.

"The Boston & Maine is bound by the express terms of the lease to pay the interest on those dividend bonds. The bonds are to be redeemed at their maturity in whole or in part by the issue of other bonds or securities; on which, and on any other further extensions or renewals of which, the lessee company is also bound to pay the interest; so that, adding to the guaranteed annual interest of 10 per cent. the interest on the dividend bonds and future re-issues of the same, the lessee is virtually bound to pay to the stockholders of the lessor 12 per cent. per annum during the term of the lease.

"The Connecticut River stockholders had been receiving for many years regular and liberal cash dividends on their shares, ranging for the last thirty years between 8 and 10 per cent. yearly. The rates of the company for fare and freight have always been relatively, not to say excessively, high as compared with those of other Massachusetts companies. If its rates had been as low per mile as the average for the Massachusetts roads, the income of the company from all sources, after paying the annual expenses and charges, would have fallen much short in any recent year of yield-

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revenues were figured in smallest fractions, monies for expenditures could not be appropriated and expended as lavishly as in the past. Those initiated know that many expenses, and favors which approximate monies, which are dispensed by managers of large railway corporations in a large measure affect the percentage of surplus earnings; and stockholders—owners—are not the recipients.

There are many "causes" for railway failures outside "over construction" and "oppressive legislation," and directors and managers know what they are. However, here are the letters referred to, let them speak:

"I think two important factors in bringing about the present condition of affairs are the great mass of detail railroad legislation and the position of labor as now organized, each forgetting the non-debatable proposition that the power to control involves the obligation to protect. . . . I count the interstate commerce law, as the law is, one of the most disastrous in its effects on all railroad property, without general benefit anywhere. It started on the vicious principle that parties interested and having a knowledge of railroad property could not be trusted, and that consequently it must be entirely controlled by inexperienced theorists and with the sentiment that railroad knowledge could and would only be used to embarrass and not to help the public."-H. H. Porter.

"I am in favor of the repeal of the antipooling clause of the act to regulate commerce, for the reason that in my opinion it unwisely and unjustly restricts railway management. I am in favor of such statutes as may
be necessary to enforce promptly all common
law obligations and restrictions. I also favor
federal and state commissions with power
similar to those which have been for many
years conferred upon the Massachusetts commission. Judged by results, that commission
has been the most useful railroad commission
in the country."—T. B. Blackstone.

"Another cause which operates to the general detriment of the railroad business is the interstate commerce law. It is altogether harmful. Railroads are not permitted to conduct their business on the lines necessary to render it profitable. They cannot legally make a rate to suit an emergency. By the time due publication has been given of an intention to change rates the condition prompting the desired change may have ceased to exist. Competing lines too are kept scrambling for traffic which a business arrangement between them would obviate. The public would have just as good service and rates would be no higher.

Expense could be reduced by sending one train through the same territory with the tonnage that now must go by two. If I were making an estimate of the benefit that would result to the roads if allowed to handle their business as they should do it I would fix it at 10 per cent. This would include both increased earnings and reduction of expenditures. The earning would come about through the maintenance of the rate, and the reduction by not having two trains to perform one train's service. The only relief I can see except better times, is the amendment or repeal of the objectionable features of the interstate law."

—R. R. Cable.

"It is to be hoped that out of the present stress there may come a reaction in public sentiment in favor of fair, not to say liberal, treatment of the railroad. We are now held down by federal and state commissions, which make exactions with which the railways must comply and which are in many cases inconsistent with and opposed to good common sense and business policy. While doing this no protection is afforded to the interests of the railroad companies—new lines are permitted to parallel the old ones until competition is carried to the point of bankruptcy. In the west people have yet to understand that if they seek by legislation to control the revenues of the railways they must also protect them, or put up with poorer and less safe service."-Stuyvesant Fish.

"In my opinion the interstate commerce law has been a great detriment to the railroads. Before we had that law they were able to adjust differences through a money pool. That being denied them, rate wars were inevitable. The law has not been as beneficial as its authors anticipated. I have heard the constitutionality of the law questioned, and have been told that the point of constitutionality may ultimately be tested, but on this question I do not care to express an opinion." George M. Pullman.

"The anti-pooling clause, with one or two others, in the interstate law should in my judgment be repealed. Admittedly proven a dead letter, it has been positively injurious to railroads, shippers, and the public at large. The old and rapidly dissolving idea put forward previous to the adoption of that law that pooling only resulted in combinations which could by no means exist for other purposes than advancing rates beyond what was fair and reasonable, was never, except in isolated cases, proven true. What is required is steadiness in rates, and anything that conduces to this